

China Mail

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CREW IN COURT

ALLEGATIONS BY TWELVE SCOTSMEN

CHIEF MATE "A BULLY"!

Captain Charges Men This Morning

COMPLAINT AGAINST FOOD ON S.S. "DARCOILA"

Allegations that the Chief Mate of the British s.s. "Darcoila" was a bully, and that the food issued on board to the European crew of the ship was bad, were made before Commander J. B. Newill, D.S.O., R.N., at the Marine Court this morning by Mr. C. A. S. Russ, who appeared for the defence of eight firemen, three seamen and a cabin boy of the ship, who were charged with disobeying orders.

The "Darcoila" is a new ship registered in Glasgow, and is under charter by the Java-China-Japan Line for six months. She is on her second trip to Hong Kong.

Mr. O. E. C. Marton watched the case in the interest of the charterers of the "Darcoila." The Rev. G. T. Waldegrave, of the Mission to Seamen, was present in Court and when an adjournment of the case was given until to-morrow morning, he undertook to take charge of the defendants.

The defendants, all Scotsmen, were:—

William Burt (55), fireman; James McNally (39), fireman; Hendry Christie (19), fireman; Alec Faulkner (52), seaman; Charles Glendenning (57), seaman; Robert Jamieson (39), fireman; Alexander Fisher (52), fireman; John Sellars (51), fireman; George Davidson (42), fireman; Angus Beaton (29), seaman; Alfred Aries (17), cabin boy; and John Pickett (52), fireman.

MISSION PADRE'S UNDERTAKING

The charge against the defendants was that they, being seamen, lawfully engaged on board the s.s. "Darcoila," did unlawfully and continuously disobey the lawful command of the master (Captain John Ferguson) yesterday whilst the ship was in Victoria Harbour.

Mr. Russ entered a plea of "not guilty" on behalf of all the defendants, and his Worship called evidence.

Captain in Box

Captain Ferguson, in the witness box, said that yesterday he had orders from the charterers to proceed to sea at 2 p.m. The men began to give trouble between 12 and 12.30 p.m., by refusing to go to sea in the vessel. At 1.30 p.m., they repeated their refusal. Sailing was delayed in consequence of these occurrences, and finally witness had to send for the police and have the men charged.

Proceeding, Captain Ferguson said that the men had alleged grievances, which they considered to be just. The men had been somewhat discontented and had shown general unwillingness during a course of time. This was shown by several petty occurrences. The men considered that they were aggrieved in some matter or other. Witness concluded by saying that the sailing being delayed gave him very serious cause for his complaint against the men.

Cross-Examined

In his cross-examination, Mr. Russ suggested to Captain Ferguson that he had in fact cleared his ship for to-day.

The Captain replied that the clearance was issued to him on December 24, and it was understood that he would leave as soon as the ship had been "worked."

Mr. Russ asked if the Captain had any special reason for wanting to sail yesterday instead of to-day. The witness said that he had none, other than that he was ordered by the charterers to sail yesterday.

No Point

I put it to you that you tried to make these men conspire with you to escape these proceedings by sailing earlier than you should?—No.

The Magistrate said that there was no point to Mr. Russ' allegation, because Captain Ferguson had a guarantee for his appearance in Court.

Bad Food?

Mr. Russ suggested to Captain Ferguson that one of the causes of the trouble was that the food issued to the crew was bad, and the men had made constant complaints about it.

The Captain replied that he had received a complaint about food only once. He could not agree with Mr. Russ that the food was in fact bad, or that the men had constantly protested against it.

Make a Bully?

Mr. Russ then suggested to the

Captain that the Chief Mate on the ship was a bully. The men had complained to him (the Captain) about the bullying and asked him to put a stop to it, but he had refused to do anything about it.

The Captain said that he could not agree. The only time any allegation was made of the Chief Mate bullying the crew was made yesterday when the men refused to sail on the ship.

Mr. Russ: No, I am not speaking about the happenings here, but what occurred in Sourabaya. Did you there receive any complaint of the Chief Mate bullying the crew?—No.

Never?—Never.

You never received a complaint about the Chief Mate knocking Aries, the cabin boy down?—No.

Unhappy Ship

Do you consider your ship a happy one?—Unfortunately it had been an unhappy ship.

Mr. Russ: A very unhappy ship because of the bullying Chief Mate?

Captain: It was only yesterday that I received a complaint about the Chief Mate, not before.

Mr. Russ suggested that the reason for the men not wanting to sail was because they had a legitimate complaint and were entitled to have it investigated.

The Captain agreed.

Proper Procedure

Mr. Russ asked the Magistrate to pull him up if he should make any wrong suggestion, but he thought he was right in saying that the men were entitled to have their complaint investigated.

His Worship remarked that what the men should have done was to go to the Harbour Office and lay a complaint to the Shipping Master.

Mr. Russ: And they can hold up the ship until their complaint is investigated?

The Magistrate: That depends on the order issued from here.

At this stage Mr. G. K. Hall Brutton appeared in Court. He told the Magistrate that he was appearing for Captain Ferguson in both the case against the crew, and the case against the Captain.

He was prepared to proceed with the latter case, as the Captain would plead "guilty," but in the case against the crew he must ask for an adjournment, so that the case could be gone into properly. Mr. Brutton commented that it was really a very serious matter.

A Serious Matter

His Worship remarked that it was certainly a serious matter for the men on the ship.

Mr. Brutton: It is an important matter for the master, too.

Replying to the Magistrate, Mr. Russ said that it would be unfair to keep the men in custody. He said that he had agreed to go on with the case on very insufficient instructions in order to assist.

Mr. Marton said that as sol-

SENATOR KLOTZ SENSATION

LATEST PHASE

EXPERTS' VIEWS ON KLOTZ'S MENTALITY

REMARKABLE CAREER

Paris, Yesterday.

The three mental experts who examined Senator Klotz have stated that he is entirely responsible for his actions.—Reuter.

The Sensation

[A telegram from Paris, dated December 27, stated:—

A sensation has been created in French political circles by the President of the Senate announcing that a request has been received from the Public Prosecutor for authorisation to institute criminal proceedings against Senator Klotz, who was Minister of Finance in M. Clemenceau's Cabinet.

The allegations are that he uttered cheques insufficient to cover in connection with the payment for a motor-car, and that he forged the name of a business man as the acceptor of a bill of exchange.

Senator Klotz recently retired into a religious retreat.

Senator Louis Lucien Klotz first stood for the Chamber in 1893, but he was not elected until 1898, when the Somme Department returned him.

In 1910, he joined Briand's Cabinet as Finance Minister and retained that post under Caillaux (1911), Poincare (1912) and Briand (1913). He was also Minister of Interior in Barthou's Cabinet in 1913.

Early in the war, he served as a reserve officer under the Governor of Paris, then returned to Parliament, where he was appointed President of the War Damage Commission. In 1917, he again became Finance Minister in Poincare's Government and held that office in the Clemenceau Cabinet which followed it, so that he was one of the signatories of the Treaty of Versailles. He is 66 years of age.]

Editor watching the case in the interest of the charterers, he must say that it was inconvenient for the latter to lose another day.

Case Adjourned

Mr. Brutton urged that in any case the case could not be concluded that morning, as he had several witnesses to call who were not in Court, besides, he thought that the defence would also take some time.

Mr. Russ replied that he proposed to place only two or three of the defendants in the witness box.

His Worship decided that it was better to put the case off until to-morrow, as the port authorities and other people might have something to say.

Further hearing of the case was fixed for 11 a.m. to-morrow.

Mr. Russ suggested that as the men could not leave the Colony, they should be released from custody until to-morrow.

The men were remanded on board the ship.

Later Mr. Russ said that he would like to see the men in his office this afternoon, and it would be inconvenient if they were remanded on board.

The Rev. Waldegrave, he said, was willing to hold the men until the time of the interview.

An Interview

The Magistrate asked the Captain if he had sufficient crew on board without the defendants, and the Captain replied that he had, but he would not have any one to look after the ship when he brought his witnesses to Court to-morrow.

Sub-Inspector Andrews of the Water Police said that they could arrange for the earlier witnesses to be returned to the ship and the others brought off.

On Mr. Russ undertaking to have all the 12 defendants on board the ship by 6 p.m., to-day, his Worship agreed to the men being left in the charge of the Rev. Waldegrave until after the interview with Mr. Russ.

CAPTAIN FINED

Neglect of Log Entry

Captain Ferguson was then charged that he on December 24 did neglect to have an entry made in the official log book of the ship signed by the mate or some other member of the crew, as required by the Merchant Shipping Act of 1894.

The Captain pleaded "guilty" and his Worship imposed a fine of £2. The maximum penalty is £5.

BECALMED OFF THE IF YOU TAKE THAT

MARK-BOAT

RACE TO MACAO.

SECRETARY A STRAGGLER

For about two hours, little or no progress was made off the mark-boat at Macao in the annual sailing race of the Royal Hong Kong Yacht Club to Macao and back, over a course of about 70 miles. In fact, as one yachtsman put it, he moved about a mile; all the boats practically collected together again there, after crossing over from Hong Kong, and then re-started!

At 12 noon to-day, seven of the ten cruisers which left Murray Pier in a fine breeze (wind force 4) at 7.30 a.m. yesterday, had returned to the Yacht Club, North Point. First back was "La Cigale," which crossed the finishing line in darkness.

The times at which the respective yachts finished this morning were:—

"La Cigale" (Mr. N. V. A. Croucher and Mr. F. P. Lenfestey)	8.56.35
"U. and I." (Mr. H. S. House and five others)	8.51.43
"Norseman" (Mr. C. L. Edwards and Mr. H. G. Russell)	8.13.25
"Typhoon" (Mr. H. G. Gandy and another)	8.23.14
"Queen" (Mr. J. Scott, W. G. H. Miles, R.M., Lt. & Mrs. Illingworth)	8.32.20
"Lady Jean" (Mr. R. H. J. Pearce and Mr. R. S. W. Paterson)	8.52.06
"Azura" (Lt. J. Scott, Elliot and two others)	11.09.50

The three stragglers were:—"Curlew" (Major J. P. G. Greig, R.E. and another), "Feathers" and "Wanderer." In the last named is Mr. C. E. L. Giet, the sailing secretary of the R.H.K.Y.C. Until he gets back to work out the handicaps the actual positions gained (i.e., on corrected time) cannot be announced.

FINE TO CLOUDY

N. E. winds, fresh, fine to cloudy is the forecast till noon to-morrow.

The anti-cyclone is central over S. E. Mongolia. Fresh monsoon may be expected along the S. E. coast of China and over the China Sea.

UPPER YANGTZE

RIVER SHIPPING STILL SUSPENDED

"TERN" AT CHUNGKING

H.M.S. "Tern," the gunboat despatched up the Yangtze River on first receipt of news of an outbreak of trouble up in the Szechuan province, has arrived at Chungking, the Treaty port 1,400 miles from the sea.

Since then it has been reported that all is quiet in the city of Chungking but the military situation is very obscure, owing, possibly, to the confusion of the rival groups of generals.

There was no change yesterday and shipping on the Upper Yangtze is still suspended.

Down at Hankow, on the Middle Yangtze, there have been considerable troop movements but not necessarily with bearing on the Chungking "war."

WITHOUT A MUZZLE

Mr. W. J. Keates, residing at No. 143 Kowloon Tong, was this morning, at the Kowloon Magistracy, summoned for keeping a dog without a licence and allowing it abroad without a muzzle.

The magistrate, Mr. E. W. Hamilton, imposed a fine of \$4 on the summons of not having a licence, to which defendant had pleaded guilty.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day, was 2/0 5/16.

IF YOU TAKE THAT

CAT HOME

QUARANTINE!

PUSSEY MUST SPEND SIX MONTHS UNDER OBSERVATION

DANGER OF RABIES

For the first time cats imported to Britain are to be brought under the quarantine regulations which apply to dogs.

An order made by the Minister of Agriculture which will come into operation on January 1 provides that no "cat or other feline animal" brought to Great Britain from any other country except Ireland, the Channel Islands and the Isle of Man may be landed in Great Britain unless its landing has been authorised by a licence from the Ministry of Agriculture previously obtained.

The most important condition attached to a licence will be the detention and isolation of the animal at the expense of its owner upon the premises of a veterinary surgeon approved by the Ministry for a period of six calendar months.

The Reason

The reason for this order is the increasing prevalence of rabies amongst cats as well as dogs on the Continent of Europe and elsewhere. A report of some recent cases of rabies in cats has been received from a place near Marseilles, France. One cat went mad and severely scratched and bit its owner and four other people, including three children. Another ferociously attacked three other people. Both animals, on post-mortem examination, proved to be infected with rabies.

Visitors to the Continent sometimes take their cats abroad with them, often occasionally pick up a stray kitten whilst travelling abroad and bring it back to this country on their return. All such cats will in future have to undergo six months' quarantine immediately on landing as a safeguard against the risk of their being the means of introducing rabies from abroad.

Applications for importation licences must be made to the Secretary, Ministry of Agriculture, Whitehall-place, London, S.W. 1.

INDIA'S STATUS

A MAHARAJA'S SOUND ADVICE

BRITISH RULE PRAISED

Calcutta, Yesterday.

The Maharaja of Mahmudabad, President of the All-India Muslim League, opening the session of the League, gave a lead in favour of dominion status for India as an alternative to complete independence. He declared that the British connection gave undeniable security, and was a valuable asset to Indian nationalism, which must face laborious decades before reaching sturdy manhood. Moreover, the Nehru report guaranteed all the requisites of political freedom which could be conferred by independence.

He urged Muslims to be broad-minded and appoint delegates to participate in the proceedings of all parties at the convention. He also advised them to accept the Nehru report with modifications.—Reuter.

MAYOR'S FUND

LARGE SUMS IN RESPONSE TO PRINCE'S APPEAL

London, Yesterday.

In response to the Prince of Wales' broadcast appeal on behalf of the distress in the mining areas, Lady Houston has given £30,000 and Lord Rothermere £25,000. These sums have been handed to the Lord Mayor's fund, and the Government will give an equivalent sum in accordance with Mr. Baldwin's recent statement.—Reuter.

THE PRIMATE

London, Yesterday.

The Archbishop of Canterbury's condition continues to improve, and the pain is only rare.—Reuter.

THE SITUATION AT

KABUL

NOW CLEARER

BRITISH PLANES CONTINUE GOOD WORK

FAMILIES RELIEVED

New Delhi, Yesterday.

The position at Kabul is undoubtedly clearer, the severity of the wintry conditions having caused a considerable number of the rebel forces to withdraw temporarily, and the probable continuance thereof will create a lull which will afford King Amanullah an opportunity of dealing with disturbed areas piecemeal.

The French, German and Italian Governments have appealed to the British to assist in securing the safety of their women and children. Soviet agents are very energetically circulating the myth that the British have been systematically instigating the Afghan rebellion.

The Women And Children

Peshawar, Yesterday.

R.A.F. planes have landed safely at Peshawar a second party from Kabul, consisting of members of twenty families, including the nieces of the French Minister and relatives of French and German professors and engineers.

Brought By Air

Later.

R.A.F. planes to-day brought 22 women and children from Kabul, namely the families of the Italian, Turkish, German, Persian and Indian employees of the Afghan Government, also the wife of an American tourist who was still in Kabul.—Reuter.

ARMED ROBBERY

FOUR MISCREANTS ENTER SALT DEALER'S HOUSE

REVOLVERS AND GAGGING.

An armed robbery occurred at West Point yesterday when four robbers entered the house of a salt dealer and succeeded in taking away money and clothing to the total value of \$63.

According to Leung Kwai-ying, salt dealer living at No. 20 Tai Mi-alley, ground floor, at 7.15 a.m., while he and his folk were sitting in the office at the back of the premises, four men entered, and one of them asked for a man named Leung.

Before the inmates could answer, the robbers took control of the premises. Revolvers were then produced and the usual procedure of gagging and binding was carried out. After gaining complete control, the robbers succeeded in extracting \$17 from the safe and, together with the clothing, made a total haul of \$63.

The first victim was a Chinese gardener (60) employed at No. 227, the Peak, by Sir Henry Gollan.

The gardener, who is reported to have been assaulted by three drunken soldiers on the Peak-road, sustained injuries to his face, body and head. He was first taken to the Peak Hospital, and, later, removed to the Government Civil Hospital.

Another case was reported by a Chinese boy, who stated that he was injured on the head by soldiers.

LORD LAMBOURNE

The death is announced at the age of 81 of Lord Lambourne, the Lord Lieutenant of Essex and for many years prominently connected with the Royal Society of the Prevention of Cruelty to Animals. He leaves no heir.

Lord Lambourne was better known as Colonel Lockwood, M.P., and was exceedingly popular as Chairman of the Kitchen Committee in the House of Commons, an office he occupied for years before his elevation to the peerage.]

H.M.'s transport, "Neuralia," out from Home, arrived at Shanghai yesterday from Hong Kong.

HIS MAJESTY'S CONDITION

A QUIET DAY

SLOW PROGRESS BEING MAINTAINED

XMAS AT THE PALACE

London, Yesterday.

A British Wireless message states:—

The bulletin, issued at 8.15 p.m. to-day, stated that His Majesty had a quiet day and that the slow progress in the general and local conditions was being maintained.

It was also stated that no bulletin would be issued until to-morrow evening.

The bulletin was signed: Stanley Hewett, Hugh Rigby, Dawson of Penn.

Reuter states:—

The night bulletin is regarded as favourable and reassuring. The fact that the doctors consider it necessary to issue only one bulletin to-morrow is a good sign and means that little change in the King's condition, beyond the slow progress which has been going on is anticipated. As long as the doctors are able to report a slight improvement in the daily bulletins it can be taken to mean that the illness is taking the course which the doctors had been hoping for.

No bulletin will be issued until to-morrow evening.

The Queen and Canada

H.M. the Queen, in a reply to Mr. Mackenzie King's message, says that the message will be highly valued by the King when his progress towards recovery is sufficiently advanced for him to receive it personally. "The expressions of love and devotion of the Canadian people and the knowledge that their prayers and sympathetic solicitude during the past anxious weeks and messages and the note of joy and thankfulness to God for the hopeful condition of the King, touch me profoundly and on this Christmas morning my children and I thank you from our hearts. I look forward to the day when the King will be cheered and strengthened by this testimony that the heart of Canada is with him in weal or woe."

Christmas at the Palace

Like thousands of other families throughout England, the Royal Family spent a quiet and happy Christmas together. The Queen and all her five children attended service in the Palace chapel in the morning.

The great occasion was the family reunion at the Christmas dinner table, at which Sir Stanley Hewett, who has practically lived at the Palace since the King's illness, was a guest.

During the day the Queen and her sons and daughter paid brief visits to the sick room to see the King. The holiday as observed in the Palace was very quiet, but happiness and relief prevailed, due to the improvement in the King's condition.

ANOTHER CRUISE

H.M.S. "CUMBERLAND" TO GO SOUTH

H.M.S. "Cumberland," one of the five new 10,000 tons county-class is to leave Hong Kong at 5 p.m. to-morrow for a southern cruise, calling at Tourane, Singapore, Penang, Port

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From Hong Kong.
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S.S. "VENEZIA" Sails hence on/or about 5th Feb.
S.S. "TIMAVO" Sails hence on/or about 22nd Feb.

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KOREA MARU Wednesday, 6th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KATORI MARU Saturday, 29th December.
ATSUTA MARU Saturday, 12th January.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 23rd January.
MISHIMA MARU Wednesday, 20th February.
BOMBAY via Singapore, Penang, & Colombo.
NAGATO MARU Friday, 28th December.
YAMAGATA MARU Sunday, 30th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ANYO MARU Friday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU Saturday, 5th January.
NEW YORK via PANAMA.
TAKAOKA MARU Monday, 31st December.
TATSUNO MARU Saturday, 16th January.
LIVERPOOL via Port Said, Geneva, Marseilles.
DURBAN MARU Monday, 14th January.
CALCUTTA via Singapore, Penang & Rangoon.
RANGOOO MARU Saturday, 28th December.
GENOA MARU Sunday, 6th January.
SHANGHAI, KOBE & YOKOHAMA.
MITO MARU Thursday, 27th December.
MALACCA MARU Friday, 28th December.
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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.
ALTAI MARU Tuesday, 8th January, 1929.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban & Cape Town.
MONTEVIDEO MARU Saturday, 29th December.
BOMBAY via Singapore & Colombo.
SHUNKO MARU Thursday, 3rd January.
SHINYU MARU Monday, 7th January.
CHIFUKU MARU Saturday, 19th January, 1929.
DURBAN, LOYENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOMBASA—via Singapore & Colombo.
MEXICO MARU Sunday, 5th January.
CALCUTTA—via Singapore, Penang & Rangoon.
TACOMA MARU Monday, 31st December.
BORNEO MARU Friday, 18th January, 1929.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports from
Shanghai.
MELBOURNE—via Manila, Brisbane & Sydney.
BURMA MARU Saturday, 6th January.
SAIGON
HAIPHONG—via Hanoi
MENDOZA MARU Thursday, 3rd January 10 a.m.
NEW YORK—via Japan ports, San Francisco & Panama.
HAWANA MARU Sunday, 6th January.
JAPAN PORTS.
HAWANA MARU Sunday, 6th January.
KASADO MARU Thursday, 10th January, 1929.
SUMATRA MARU Sunday, 13th January, 1929.
KEELUNG—via SWATOW & AMOY.
HOZAN MARU Sunday, 30th December Noon.
CANTON MARU Sunday, 6th January Noon.
TAKAO—via SWATOW & AMOY.
TAKAO & KEELUNG
SOURABAYA MARU Friday, 25th January, 1929.
For further particulars please apply to—OSAKA SHOHEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.



SHIPPING SECTION.

THE PANAMA CANAL

QUESTION OF ITS CAPACITY

HULK OIL MOVEMENT

It is the conclusion of the Standing Committee on the Panama Canal that the canal is now used to only one third of its capacity, and that the normal increase of ships using it is less than 2 per cent. per year. Interesting facts and theories are set forth in the committee's report on the canal to the Association of Pacific and Far East Ports, this reading in part as follows:

The canal is generally spoken of as being 50 miles in length, which distance would be from open sea on one side to the other, including channels in Limon Bay and Bay of Panama. The mean elevation of Gatun Lake above the sea is 85 feet. Three sets of locks are used, viz., from the Pacific side "Miguel", "Pedro Miguel" and "Gatun", passing through Gatun Lake locks. The dimensions of lock chambers are uniformly 1,000 feet by 110 feet, with a minimum depth over sills of 40 feet at lowest water level. Those dimensions are adequate for the largest vessel ever built. The water for filling lock chambers is drawn from Gatun Lake. All locks are double, thus affording not only greater capacity but also making it feasible to unwater one set periodically for painting and maintenance work without stopping traffic.

The cut channels in the bay approaches and in the canal itself provide a depth of 40 to 45 feet. The approach channels have a width of 500 feet. In Gatun Lake the width is from 500 to 1,000 feet, while in Gatun cut, over a distance of about eight miles, the width is 300 feet. These widths refer to the bottom of the cut.

The limiting feature as to dimensions thus appears to be the lock chambers, but, as we have said, they will accommodate the largest vessel ever built. We take it for granted that even if there were no other considerations to fix the practicable maximum size of commercial vessels of the future, the size of these locks would be a sufficient influence. There are many other reasons, however, such as size of dry docks, channel and harbour limitations throughout the world, as well as economic considerations.

There may develop military or naval reasons for enlargement of the canal or for additional locks of greater dimensions, but your committee does not feel called upon or competent to delve into such problems as unusual naval vessels might bring about.

The Gallard Cut.

The next physical limitation of the canal is the navigating capacity of Gallard cut. As to depth, there is obviously no real restriction, as 40 feet is available at the lowest stage of water practicable for lock operation, and that low stage has never occurred; also it can be prevented from occurring. For all practical purposes more than 40 feet of depth exists. As to the channel width of 300 feet over this eight-mile stretch, it is not a physical limitation, as two vessels can safely pass in the cut. There would be an operating limitation, however, in that moderate speed is required by good judgment as well as by rules.

We think it is clear that there are no real physical limitations so far as the passing of individual vessels through the canal is concerned, so we will take up the operating or volume capacity limitations, which are the only ones that seem to us to justify consideration.

Let us first make clear that vessels are under their own power, except in the locks, and speed of transit is not unreasonably restricted. Most freighters do not operate at sea at the maximum speed allowed in the greater portion of the canal. The rules allow speeds of from six to 15 knots, depending upon the width of the cut. Even with lockages through three sets of locks, the transit of the canal is made in an average time of eight hours. We think it can be fairly said that there is no lack of capacity in the navigation areas. It requires no figures to enable one to realise that more vessels can pass through Gallard cut, in one direction, at six knots, in a day than could possibly be locked out to sea level.

The governor's report shows that during 1927 the average number of ocean vessels making the transit of the canal per day was 15. This leaves out a few Government vessels which are exempt from tolls, but even with these considered the daily average was only 14.6 vessels. For 1928 it was 16 vessels. We will confine our figures to the number of

vessels, disregarding tonnage or number of lockages, as the size of a vessel makes no special difference in the locking time, and also more than one vessel may be locked through at one operation. In 1927 there were 16,941 lockages in all locks, handling 20,650 vessels. The number of transits of the canal, however, is only about one-third the number locked, as there are three sets of locks. This brings us back to 5,475 transits for the fiscal year 1928; less than 16 commercial vessels per day. These were handled during the operating day of 16 hours, i.e., from 7 a.m. to 11 p.m.

Fifty-seven Vessels in One Day.
Mr. J. F. Stevens, in a paper entitled "The Panama Canal," submitted to the annual convention of the American Society of Civil Engineers, gives the theoretical capacity of the locks as 48 vessels a day, or three times the present traffic. That this is a conservative estimate is borne out by the fact that 57 vessels actually were passed in one day in 1926, without difficulty, with one flight of double locks out of commission.

This unusual traffic was due to a naval fleet passing through. To further show the capacity of the canal locks, Mr. Stevens makes a comparison with the volume actually handled through the Sault Ste. Marie canal. He shows that the "Soo" canal, which is ice-bound over four months each year, handled, in 234 operating days in 1926, 21,000 vessels of all sizes, or 90 per day. This would justify an estimate of capacity of 32,850 vessels if operating all year, as does the Panama Canal. On a tonnage basis the "Soo" canal has demonstrated a capacity of 134,000, 000 tons in twelve months if operating.

The Panama Canal handled only 25,227,815 tons in 1927, or about one-fifth of the capacity of the "Soo" canal. Mr. Stevens states that so far as time for locking is concerned a vessel is a vessel regardless of size. He also says both canals have practically the same facilities, by which we understand the type of lock chambers and speed of operation is relatively the same. While no doubt many large vessels are small, many are very large, comparing with the large sea-going vessels which use the Panama Canal, except perhaps, as to draft.

We will get the performance of the "Soo" canal stand only as a citation to bear out the estimated capacity of the Panama Canal locks of 48 vessels per day or approximately 17,000 per year, and, therefore, assume that the 5,475 transits in 1927 represent one-third the capacity.

We wish to mention another fact, as we think it has a bearing upon capacity. This is that in 1927 one-fourth of the vessels transiting the Panama Canal were tankers. These carried oil from the Pacific to the Atlantic. The foregoing has shown that 18 vessels is the current average traffic per day, that 48 is the calculated daily capacity at present. Now let us see what the rate of increase has been and likely will be, so as to estimate when the other two-thirds of the canal's capacity will be utilised by the traffic.

The canal was opened to traffic in August, 1914. The world war was in progress until 1918; also there was a slide which closed the canal for months in 1916, so the traffic of the early years is of no value as a criterion for the future. From 1918 to 1922 inclusive, the transits numbered from 2,069 to 2,892 a year. In 1923 a notable increase is shown, there being a total of 3,697 transits. In 1924 the total reached 5,230 and then declined to 4,673 in 1925 and 5,167 in 1926. For the last year, for which figures are available, viz., 1927, the total was 5,475 as previously cited.

In view of the very slight increase between 1924 and 1927, we cannot be influenced by the large increase from 1917 to 1923, as conditions were not normal in the years of post-war readjustment. If we consider the last four years, the years of heaviest traffic, we find the total percentage of increase to be less than 4.7 per cent, or an average of about 1.2 per cent a year. At the later rate of increase, the canal would serve in its present state for 55 years. Even then the traffic would be only about half of what the "Soo" canal has demonstrated its ability to handle.

On the subject of increase, Mr. Stevens quotes Governor Walker, who he says is probably the best informed man in the world on the subject, as follows:—
"I do not think that we should take the increase shown (in a tabulation of 1915-1926 traffic) too seriously as a basis for predicting future traffic through the canal. It must be kept in mind that due to the World War, routing of all shipping was disturbed, and it

was a matter of years before normal trade routes could be re-established. The phenomenal growth of traffic through the canal between 1919 to 1923 can be largely attributed to this readjustment. It should be noted that the increase between 1923 and 1926, four years, is only 6.7 per cent, for commercial carriers, and it should further be noted that 25 per cent of our business now is incident to the transfer of oil from the Pacific Coast of the United States to the Atlantic Coast, and that this may cease more or less entirely due to the production of oil on the north coast of South America, and a revival of activity in the Mexican fields."

This quotation, made before 1927 figures were available, bears out what has been shown as to normal yearly increase. Including the big jump from 1923 to 1914, it shows only 7.6 per cent for four years, or less than 2 per cent a year. Comparing 1926 with 1927 only, we would get a larger percentage, about 5.3 per cent, but we do not think that would be fair, as to have done that in 1925, as between 1924 and 1925, the latter year would have shown a decrease of 11 per cent. Obviously the reasonable method is to figure over a period of normal years and in doing so we get less than 2 per cent increase a year.

Increase Due To Tankers.
The 1927 canal report brings out another fact. The increase of 1927 over 1926 was almost entirely due to tankers. In measurement tons the canal traffic increased 1,453,224 tons of which 1,228,872 tons was in tankers. This was 83 per cent of the total increase. In fact, tankers account for what we might call the abnormal increase of 1924, and have in all years since 1923 represented 24 to 37 per cent of the toll-paying traffic.

Many things can happen in the next few years which might decrease the tanker traffic, and we are safe in assuming that conditions now governing the movement of oil will not be the same when traffic reaches a volume approaching to capacity of the canal.

But let us assume now that the traffic needs to use the capacity of the present canal, whether it be in 25 years or 50 years from now, and greater capacity or another canal is needed. Our authorities tell us in the capacity of the present canal, that is to say its limiting element, the locks can readily be doubled. This would be accomplished by constructing an additional set of locks alongside each of the present double sets. This would be only one-third more in lock area, but operating arrangements would result in actually doubling the capacity, according to the canal authorities.

In view of all we have pointed out we must conclude that the Panama Canal is now used to only one-third its capacity; that the normal increase is less than 2 per cent a year; that, therefore, capacity is not likely to be reached for 30 years, or perhaps longer; that bulk oil movement will have much to do with increase and that movement may become negligible, and finally, that the present canal, costing 375 millions can be doubled in capacity for about 100 million dollars additional.

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MOREA	10,953	2nd Feb.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	7th Feb.	Straits, Colombo & Bombay.
KASHGAR	9,005	16th Feb.	Marseilles, London & Hull.
MACDONIA	11,120	2nd Mar.	Marseilles & London.
*PADUA	5,907	9th Mar.	Marseilles, London, A'werp, R'dam & Hamburg.

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TAKLIWA	7,936	13th Feb.	Singapore, Penang & Calcutta.
TAKADA	6,949	18th Feb.	Singapore, Penang & Calcutta.

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MOREA	10,953	4th Jan.	S'hai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	7th Jan.	Moji & Kobe.
ARAFURA	6,000	8th Jan.	Moji, Kobe, Osaka & Yokohama.
TILAWA	10,006	14th Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
KASHGAR	9,005	18th Jan.	S'hai, Moji, Kobe & Yokohama.
*PADUA	5,907	18th Jan.	S'hai, Moji, Kobe & Yokohama.
TAKLIWA	7,936	20th Jan.	Amoy, Moji, Kobe & Osaka.
TAKADA	6,949	28th Jan.	Amoy, Moji, Kobe & Osaka.
MACDONIA	11,120	1st Feb.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	5th Feb.	Moji, Kobe, Osaka and Yokohama.

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A MALIGNANT INFLUENCE

Speaking after the launch at Partick of a steamer (the "Celtic Monarch") for the Monarch Line, of Glasgow, Sir Frederick N. Henderson, K.B.E., and Sir William H. Raeburn, Bart., both referred to present conditions in the shipbuilding and shipping trades as the worst they had experienced. At present, Sir William stated, all ships were not even earning depreciation, and he did not believe there would be any boom in shipping.

Sir Frederick N. Henderson, K.B.E., said the problem of machinery now called for much consideration on the part of shipowners, but Messrs. Raeburn and Verel had decided in favour of the reciprocating engine for that vessel. In this, he thought they had been very wise, especially as they had adopted a comparatively high steam pressure and a high speed for a cargo boat. This would give the vessel an elasticity of speed which would enable her owners to run her most economically under different conditions—more economically than a turbine steamer of the same type could have been run. He himself had been 49 years in the shipbuilding business, and he had never experienced such dull times as the present.

A brother shipbuilder had been advising shipowners to dispose of their older vessels and order new ships. He did not think, however, that owners were taking this advice. They were building to suit themselves, and builders would have to wait patiently until owners saw their way clear to place orders.

Nothing Left for Profits.

Sir William Raeburn said that before placing the order for the "Celtic Monarch" he had considered the question of ordering a 6,000-ton vessel, but had found that one of 9,500 tons would be much more economical relative to her cost. With regard to machinery, he had come to the conclusion that for the tramp trade it would be best with reciprocating engines and coal-fired boilers, but he had gone in for quadruple expansion instead of triple, and for a higher steam pressure. The "Celtic Monarch" would have to compete with two sister ships which were wonderfully economical and dependable and good timekeepers, and he hoped she would improve on these.

At present if ships earned depreciation there was not one cent left for profits, and there were many that did not even earn depreciation. There was no shipping boom, and there was not likely to be any, but trades were better than they were when he launched his previous vessel, and he hoped to be able to fix the "Celtic Monarch" at remunerative rates.

But, he continued, they were competing in the markets of the world with companies and nations who ran cheaper boats, and it was difficult with a vessel which cost £100,000 to compete with one that cost £20,000.

Scrapping Orders which were not inconsiderable were being placed, and he was glad to see that Messrs. Henderson had obtained some recently. Sir Alexander Kennedy wished shipbuilders to scrap their old vessels and order new tonnage. But it all depended on what the older vessels were. He himself found that if he scrapped and built, the new ship would not justify her cost in the subsequent markets.

He had been a shipowner for fifty-three years, and he had never passed through such poor times as the present, but he believed that the trade of the world was improving. One of the most malignant influences at present came from a direction from which they should have been receiving every possible assistance—the Labour Party. What, he asked, would happen to shipping and shipbuilding if these industries were nationalised, especially when they remembered the delays inherent in State control and the rapid decision which shipowners had so frequently to make?

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In spite of the fact that an arrangement has been arrived at between New South Wales coal-owners and the Government of the Commonwealth for a reduction of the price of coal for the railways, north country English coal has not been ousted from the Australian market, as there was reason to fear. It is just announced that another cargo of D.C.B. steam coal, amounting to 6,000 tons, has been booked to load at Blyth for Australia, and that inquiries for additional cargoes are circulating which promise business for later shipment.



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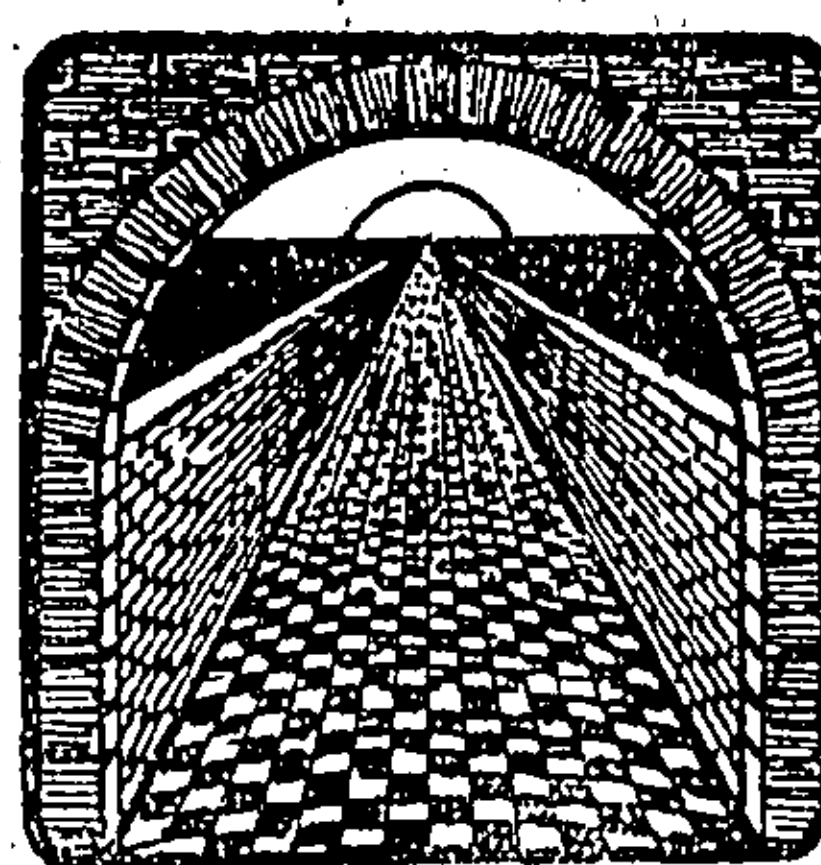
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MR. A. R. MOUNTAIN

IS LLOYD'S NEW CHAIRMAN

London.—It is announced that Mr. Arthur Reginald Mountain has been elected chairman of Lloyd's, to succeed Sir Percy Mackinnon, who retires at the end of the year, while Mr. Percy Hargreaves has been elected deputy chairman, to succeed Mr. C. I. de Rougemont.

Mr. A. R. Mountain has previously served on the Committee of Lloyd's, being elected in 1921, and subsequently serving from 1923 to 1926. In 1926 he was elected deputy-chairman in May, on the retirement, through ill-health, of Mr. Percy Janson. Retiring in rotation at the end of this year, he was re-elected to the committee as from January 1, 1928. He is a member of the Committee of Lloyd's Register, Lloyd's Underwriters' Association, and the Joint Hull Committee.

Mr. Percy Hargreaves, elected an underwriting member of Lloyd's in 1906, served on the committee from 1923 to 1926, and was re-elected as from January 1 last. He is chairman of the Salvage Association, and is a member of Lloyd's Underwriters' Association's Committee, of which he is a past chairman.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaitum tidal observatory under the direction of Dr. Doherty during the years 1897, 1898 and 1899.

The times and heights are given for Kaitum; but they may be used for the Victoria Naval Yard, and Aberdeen, the differences being very small. The times of high- and low-water must not be considered to coincide with the times of slack-water, and change of current, the two phenomena being quite distinct.

December 21 to 27, 1928.

DATE	HIGH WATER	LOW WATER
To.	Standard Time	Standard Time
Fri 11	m 8 19 5.9	m 11 47 2.4
Sat 12	m 5 11 1.8	m 11 54 2.7
Sun 13	m 6 16 8.1	m 11 52 2.9
Mon 14	m 7 23 6.8	m 11 35 2.1
Tue 15	m 7 34 7.5	m 11 04 3.1
Wed 16	m 7 45 8.0	m 10 34 1.4
Thurs 17	m 7 56 8.5	m 10 04 0.8
Fri 18	m 8 07 8.8	m 9 34 0.4
Sat 19	m 8 18 9.0	m 9 04 0.0
Sun 20	m 8 29 9.1	m 8 34 0.0
Mon 21	m 8 40 9.2	m 8 04 0.0
Tue 22	m 8 51 9.2	m 7 34 0.0
Wed 23	m 9 02 9.2	m 7 04 0.0
Thurs 24	m 9 13 9.2	m 6 34 0.0
Fri 25	m 9 24 9.2	m 6 04 0.0
Sat 26	m 9 35 9.2	m 5 34 0.0
Sun 27	m 9 46 9.2	m 5 04 0.0

MOVEMENTS OF STEAMERS

The P. & O. s.s. "Khyber" from Hong Kong arrived Marseilles on Dec. 23 on 9 a.m.

The C.P.S. R.M.S. "Empress of France" left Vancouver for Hong Kong, via Japan ports and Shanghai, on Dec. 28, and is due here on Jan. 10. She will sail for Manila at 5 p.m. on Jan. 11.

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Pres. Hayes Jan. 27th 8 a.m.

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Pres. Taft Jan. 1st 6 p.m.
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Pres. Grant Jan. 19th 6 p.m.
Pres. Lincoln Jan. 29th 6 p.m.
Pres. Cleveland Feb. 2nd 6 p.m.

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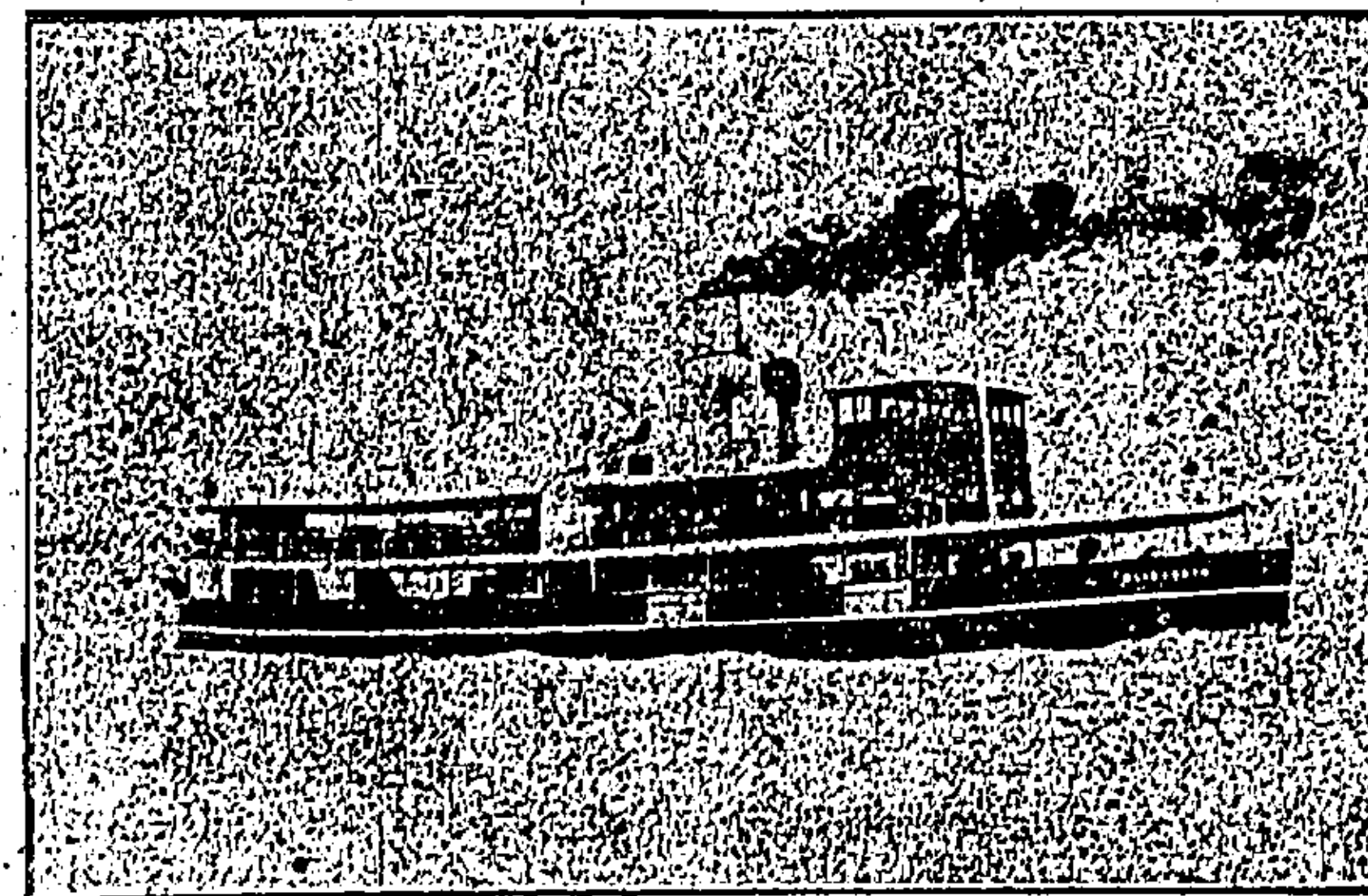
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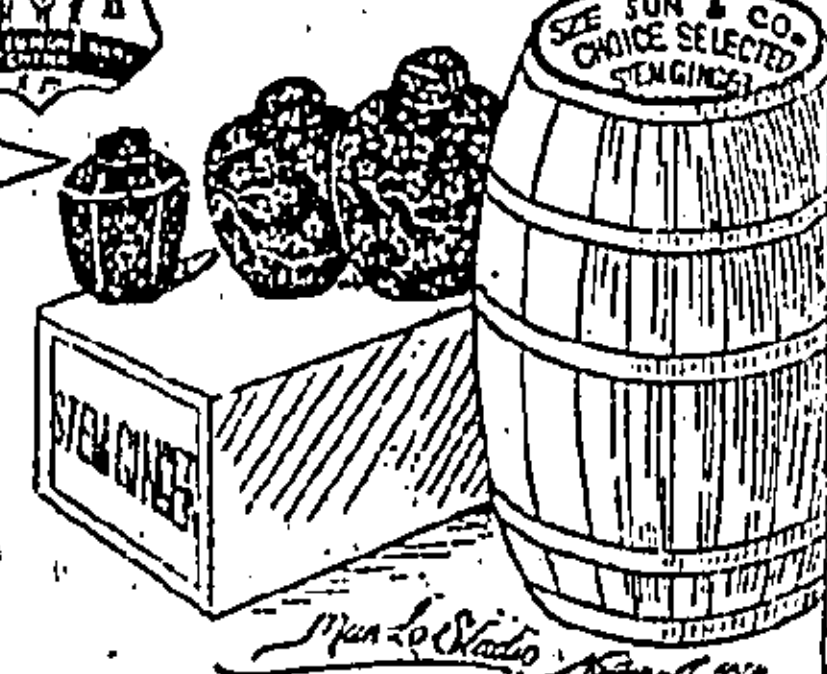
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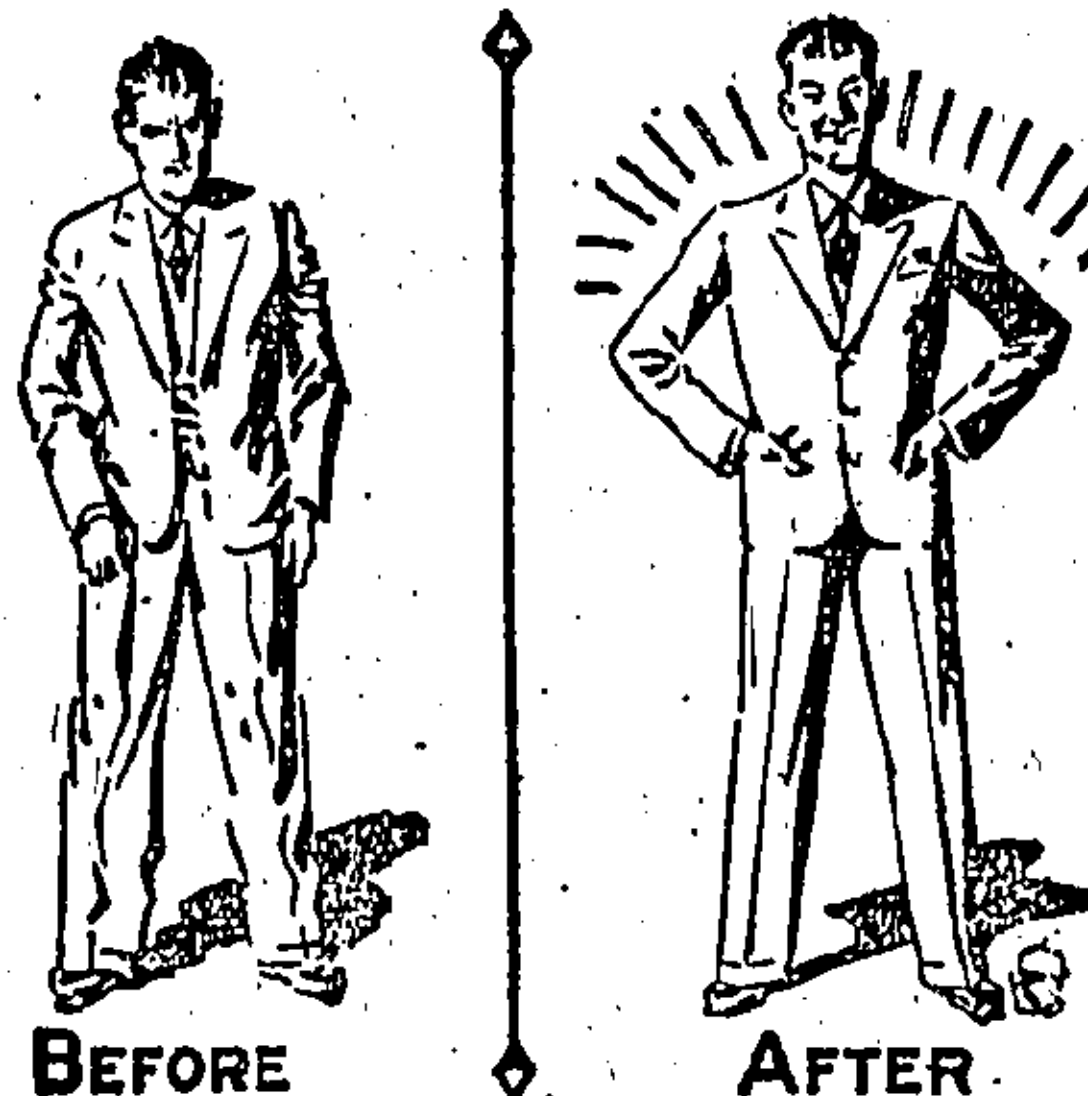
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Hong Kong, Thursday, Dec. 27, 1928.

ONE MILLION HUNGRY MOUTHS

H.R.H. the Prince of Wales, in his Christmas Day appeal which was broadcast on behalf of the Lord Mayor's Fund for the relief of distress in the Home mining areas, again gave striking evidence of his sound practicality. His assertion, which no doubt reached the ears of millions of people who were ready to sit down to the most auspicious repast of the year, that in addition to the quarter of a million miners actually destitute there were another three-quarters of a million women and children depending upon them, must have given those happily blessed with a good dinner much food for thought; and it is not surprising to read that the response to the Prince's appeal has been a generous one. Two rich individuals, the cables tell us, jointly gave \$55,000, a sum which will call for an equal contribution from the Government in accordance with the Premier's promise earlier in the month. What has been realised in smaller amounts, from those to whom it may have been a personal sacrifice to donate anything at all, is not yet known, but we may be fairly certain that the total was a handsome one.

Although it is easy to lose sight of the fact when so far from Home, the mining industry of Britain is undergoing a severe course of "rationalisation" which, for the time being at any rate, makes unemployment in certain areas inevitable. It has been realised that if the mines of the

country find employment for 900,000 men and produce five million tons weekly, the peak of manual absorption and productivity has been reached; and owners, by joint action, are endeavouring, it seems, to maintain these figures. As to the surplus miners and their dependants, both the Government and the man-in-the-street are seeking to allay the distress that naturally follows unemployment. The Government's activities lie in the direction of the transfer of labour and the establishment of training centres. Miners for whom the economic production of coal in Britain means a total loss of occupation will be distributed to other parts of the country and to certain defined portions of the Empire and here, it is hoped, they will obtain the opportunity to earn their bread and butter. With any such scheme of migration there must necessarily be connected another involving the training of the individual for some other sphere of activity. The stricken coalfields of South Wales, Durham and Northumberland have on their outskirts thousands of youth between the ages of sixteen and twenty who have never had a chance of employment—and never will have a chance of employment—in the mines. For these lads instructional courses are a vital necessity.

Meanwhile, as indicated, the public is making splendid efforts to sustain the destitute miners and their families. The Lord Mayor's Fund of which the Prince spoke in his Christmas Day radio address has, for some while, been actively engaged in this direction. This is not, as the name might imply, solely a London organisation, for the Lord Mayors and Mayors of England and Wales are all co-operating in the endeavour. In addition such bodies as the National Women's Auxiliary of the Young Men's Christian Association, the Society of Friends and the Rotary International have instituted appeals throughout Britain; and the town of Worthing, on the south coast, has inaugurated a novel form of assistance by "adopting" the mining township of Brynmawr, in the South Wales field, which is now derelict with 7,500 souls, practically all the males being pit-workers. Other municipalities as happily circumstanced as Worthing, it is hoped, will follow this admirable lead, so, altogether, it appears, nothing is being left undone which in these days of stress might bring a degree of relief to the one million Britons for whom the country holds no immediate hope of employment.

Sir Henry Gompertz

To-morrow, as has been already stated in the "China Mail," Sir Henry Gompertz retires from a long and honourable association with Colonial life and the legal profession in the Far East. As is well-known, Sir Henry was for the long period of 35 years actively engaged in Hong Kong, almost exclusively in legal work, and left some five years ago to become Chief Justice in the Federated Malay States. Sir Henry has just been entertained by his legal confreres in the F.M.S. at a farewell banquet, and it would seem, judging by the references to his "courtesy, legal learning and remarkable kindness" that he is as well-known and as well-liked in the F.M.S. as he was while in Hong Kong. For a long period Sir Henry Gompertz occupied the office of Puisne Judge in Hong Kong, and very generally and correctly he was regarded as a sound and able judge, one whose judgments were based upon solid knowledge of the law and an equally sound conception as to how it should be administered. He was ever courteous and kindly in the discharge of his onerous duties, and it is hardly necessary to say that he will long be remembered here as in the F.M.S. for those excellent qualities. With his retirement arises the interesting query regarding his successor in the high office which he has just relinquished. It is quite an open secret, we believe, that Sir Joseph Kemp, our Attorney General, is very much "in the running" for the post; and the probability is that he will be, at least, offered it.

Churches of whatever denomination, if openly denying man's God-given, reasonable, inherent rights of research and new discovery of the spiritual demands of Life and Truth in successive periods, must degenerate into mere literary institutions. Such communities are more apt to be more occupied with translations of ancient historic records of the past attainments of others than in grasping and recording new facts of existence unfolding to meet the increasing human needs of the day. If the churches maintain that there is no necessity for further unfoldment of Life's laws, no inspiration, no signs and audible voicing of new truths worthy of deepest consideration in this as in other periods, then are not the churches all over the world more dead than alive to the meaning of immortality, and seriously in need of speedy resuscitation and quickened perception.—A. C. Bill.

A Kowloon motor-car lighter yesterday salvaged a car which had fallen into the harbour near the Hong Kong Star Ferry Pier. It appears that the car, an Austin Seven, which belongs to Mr. B. H. Church, was parked on the stand when the brake slipped and the car backed into the harbour. Fortunately there was no one in the car at the time.

The Gilbert and Sullivan Concert which was postponed will take place at the Helena May on Thursday, January 3, at 5.30 p.m. Tickets must be booked in advance. A Season Ticket for members only may be had at \$2.00 for the following seven Concerts.—(Adv.)

A summons against Mr. A. E. Greenaway for allowing a pony to stray near the children's playground in Chatham-road was dismissed by the Kowloon magistrate this morning.

CORRESPONDENCE

MRS. EDDY & CHRISTIAN SCIENCE

(To the Editor of the "China Mail").

Sir,—Mr. W. H. Adler, official spokesman for the Boston Christian Science organisation, appears from his recent published letters to have completely misunderstood certain important matters regarding the present situation in the field of Christian Science. I respectfully request space to present some further facts.

Sibly Wilbur O'Brien's early biography of Mrs. Eddy which I financed and published is in no sense adequate as a present-day authority on Mrs. Eddy's last years. The whole chapter from which Mr. Adler quoted in your issue of October 22 was written after Mrs. Eddy's decease, and was sponsored by the Boston officials. It contains the wholly false statement that "for fifty years" spiritual treatment was Mrs. Eddy's "great and only physician." Thousands of copies of this volume, containing this falsehood, are circulated and placed in libraries every year by the Boston Church officials. I am sure that had Mr. Adler been fully informed of these important matters he would not have stated that it is "impossible for a Christian Science practitioner to co-operate with what is known as medical science," also verbatim which Mrs. Eddy justified by her own example.

A mass of evidence is available in substantiation of Mrs. Eddy's use of drugs. It has come from physicians, from their families, and from former members of Mrs. Eddy's households in Concord and Boston. The Boston Publication Committee permits its far-off representatives to deny that Mrs. Eddy ever used drugs, but nearer home they now cautiously evade the issue. The blame for such misstatements lies not so much with representatives such as Mr. Adler, but with the Directors of the Church in Boston. That disease and mortality are increasing within the Boston organisation is a matter of common knowledge. I quote briefly from a statement published about a year ago in many leading newspapers and magazines of Great Britain and America, and which has never been denied by the officials of the "Mother Church."

"Under Mrs. Eddy's leadership of the organisation only fourteen deaths occurred among her five thousand students in nearly thirty years, but since her death and the abandonment of her Manual plan of organisation, over sixty per cent. of the 462 persons listed in the 1910 'Journal' as holding degrees in Christian Science have died, in less than seven years. These 462 persons were by no means all Mrs. Eddy's elderly students. They were the graduates of the 'Metaphysical College,' most of them in the full bloom of life, many of them young, active Christian Scientists."

Despite these facts, it is true that individuals are frequently healed or greatly benefited by a simple acceptance of statements of Christian Science explaining the mental basis of disease. Such individuals often gratefully and immediately join the Boston organisation, unable to distinguish between Mrs. Eddy's actual teachings and the present policies of the "Mother Church" Directors. The growth of the Boston organisation in the past is accounted for by the momentum acquired under Mrs. Eddy's wise leadership, the use of millions of dollars of income from her estate for direct or indirect propaganda, and by the "loyal" but unthinking support of the new and inexperienced adherents. Thousands have died. Thousands are sick. Other thousands have resigned. Merely to characterise statements by The Christian Science Parent Church as "malicious," "unscrupulous," "erroneous," is by no means to disprove the facts these statements present.

Neither does the fact that Mrs. Bill, the Editors of "The Christian Science Watchman," and practically all the members of the rapidly advancing Parent Church voluntarily resigned from the "Mother Church" prove that they have no connection with Christian Science as taught by Mrs. Eddy. Even the Manual covenant of the Boston body has been made a mere "scrap of paper," through abandonment of its most fundamental provisions, and the perversion of the evolutionary system which Mrs. Eddy gave her life to establish. By to-day's "Post" I am asking Mr. Adler to publicly correct his misstatement on October 24 that "Mr. Dittmore . . . was compelled to withdraw from the Christian Science organisation some years ago."

If he practises the standard of ethics he preaches he will promptly comply.

Leaders of the medical profession have already accepted with friendliness the proffered co-operation of The Christian Science Parent Church. We are willing to let the verdict concerning the results of that co-operation rest with the general public and the medical world. What fairer test could be devised for Mrs. Eddy's prophecy that Christian Science and medical practice would "thrive together" for the benefit of the health of the world?

I appreciate the opportunity generously provided by the "China Mail" for presenting these issues. I feel that I can speak, with some measure of authority, inasmuch as I alone have survived among those personally appointed by Mrs. Eddy to be Directors of her Church—a fact which may be not without significance.

Yours etc.,
JOHN V. DITTMORE.
"The Christian Science Watchman,"
Washington, D.C., U.S.A.,
Nov. 24, 1928.

FRAID'S PRAPS NOT!

There once was a maidenly crank who counted the coins at a bank. Said she, "I won't marry a Dick or a Harry. He must be a Mark or a Frank!"

Mother: "No, John. One helping of plum pudding is enough for a small boy."
John: "It seems funny, mother. You say you are anxious that I should learn to eat properly, and yet you won't give me a chance to practise."

He had suddenly acquired riches and had decided to spare no expense in furnishing his new palatial home. The manager of the furnishing firm was showing him several expensive pieces of furniture. Turning to some fine old chairs he remarked: "Perhaps you would like some Chippendale furniture?"
"No," replied Mr. New Rich, "I don't want anything that's chipped."

Henpeck was staying in the country along with his wife. She would not let the poor chap out of her sight. One day he ventured out to go into the village, but she stopped him.
"Going to get something in the village, are you?" she cried. "You stop here and I will go and get it for you."

"Right-ho," responded Henpeck, rather cheerfully; "Get me a haircut and a shave!"
A man lent a friend a book, "How to live to be a hundred." Meeting a little later, the friend told the lender that his wife was reading the book in all the spare time she had. The lender was delighted.

A month later they met again, and the lender again inquired about his friend's wife.
"She's doing wonderful," replied the friend. "She looks over a hundred now, and she isn't fifty yet!"
Mrs. Henpeck: "Everything is getting higher."
Mr. Henpeck (meekly): "Oh, I don't know, Maria. For instance, there's your opinion of me, and my opinion of you, and the neighbours' opinion of both of us."

Wife (insinuatingly): "Cats have an easy time."
They do nothing, but watch other people work."
Hubby (asking for trouble): "Why, I thought it rarely left the house."
Mr. McIlhenny, she gasped, as she grazed down upon him with scorn, "you are a donkey."
Macalister McIlhenny recoiled until he was almost sitting on the floor. "A donkey?" he murmured, helplessly, as if he failed to comprehend. "A donkey? Do my ears deceive me?"
She laughed with strident harshness. "Well," she responded, "I don't know whether they do or not, but I can tell you right here that they don't deceive me one particle."

The two gay young office-girls were exchanging confidences concerning their week-end adventures, and as usual, the names of several young men figured largely in their conversation.
"Oh, Doris!" said one, excitedly, "I had such a lovely long talk with George on Saturday when I happened to meet him. He's promised to take me to the seaside on his 'pillion' next week—he's bought such a 'dinky' motor-bike!"

"Where did you meet him?" asked Doris.
"In the reading-room of the library!" was the reply.
"But—talking isn't allowed!" said the other, surprised.
"That's just it," explained the first. "It wasn't aloud!"
"Ah," said the doctor, "nothing much to worry about. You're run down—nervous debility. Get away into the country for a week or two. Take plenty of long walks in the open-air. You'll find yourself a new man, and—"
The patient heaved a deep sigh.
"And," continued the doctor, "one pipe a day."
"But, doctor," began the man. "No buts," retorted the doctor. "Six weeks later the patient returned to town and called upon his doctor.
"How do you feel now?" inquired the latter.
"Fit as a fiddle. But the one pipe a day annoyed me."
The doctor smiled. "The tobacco habit, my dear sir," he began.
"Is no joke," interrupted his patient. "It's a very hard for a man to take up smoking at my time of life."

AT THE CATHEDRAL

FASHIONABLE CHINESE WEDDING

S. Q. PHOON—K. S. NG

St. John's Cathedral was the scene of a fashionable Chinese wedding yesterday afternoon, the bridegroom being one of the distinguished Phoon brothers.

Miss Koon-sheung Ng, the daughter of Mr. and Mrs. Ting-sang Ng, was married to Mr. Seck-quai Phoon, whose brother was married last week, and who is a son of Mrs. Sai-leung Phoon and the late Mr. S. L. Phoon, well known in Singapore and Hong Kong.

The ceremony was performed by the Dean (the Very Rev. A. Swann, D.S.C., M.A.) who subsequently proposed the toast at the reception.

Beautiful Dresses

The bride was led up the aisle by her father. Mr. Wai-keung Ng was best man. Two of the bride's sisters acted as bridesmaids, the Misses Koon-sheung Ng and Choi-sheung Ng. The Misses Cheung-chu Ma and Po-chu Ma, the daughters of Dr. and Mrs. C. K. Ma, were the flower-girls. Master Hoy-yin Wang, the son of Professor and Mrs. C. Y. Wang was page.

The bride wore a white charm-rose dress embroidered with diamonds and crystal beads. Her embroidered veil was held in place by a coronet of pearls and orange blossom. Her bouquet was of white roses and maiden-hair fern. The bridesmaids' dresses were of apple green and pale rose georgette, embroidered with silver. They carried pale pink and tea roses with maiden-hair fern.

Choral Service

The flower-girls wore apple green and rose georgette, embroidered with silver. They carried gold baskets of pale pink roses and sweet peas.

Mrs. T. C. Wong was matron of Honour. The bride's mother wore a Chinese ceremonial dress of red and black, embroidered with gold and silver.

Mr. Hing-tak Woo, B.A., was groomsmen.

The service was choral. "The Voice that Breathed O'er Eden" was played and, at the conclusion of the ceremony, Mr. F. Mason, A.R.C.O., L.T.C.L., played Mendelssohn's wedding march.

Valuable Gifts

The reception was held in Messrs. Lane, Crawford's restaurant and was attended by a large number of guests, including Professor and Mrs. C. Y. Wang, Dr. and Mrs. Ma Luk, Dr. and Mrs. C. K. Ma, Mr. and Mrs. W. Leong, Mr. and Mrs. W. S. Woo.

The bridegroom's gift to the bride was a diamond bracelet and a pair of diamond ear-rings. The bride's gift to the bridegroom consisted of diamond studs and links. The bride's parents gave a cheque, a diamond brooch and a diamond bracelet. Dr. and Mrs. T. C. Wong's gift comprised a cheque and a curio cabinet.

The honeymoon is to be spent in Manila and Singapore. The bride is to travel in a dress of beige georgette embroidered with gold and pastel shades, with shoes and hosiery to match.

The Toast

Proposing the health of the bride and bridegroom, Dean Swann said he was very pleased to welcome Chinese people to the Cathedral. Personally, he was grateful for the honour of an invitation to this wedding and it gave him the greatest pleasure to propose this toast. He always enjoyed Chinese weddings.

In the first place he had the greatest admiration for the decorous manner in which the whole function was conducted and, secondly, the beauty of the Chinese dresses made him very much envy those who were able to wear them.

The bridegroom, he understood, was studying for the very noble profession of medicine. As one who had, many years ago, followed the same study for a short time, he knew what it meant. He was sure that the bridegroom's charming wife would be of the very greatest help to him in his work.

The Dean then asked the company to drink to the health of the bride and bridegroom.

The bridegroom suitably responded and thanked the Dean for the kind way in which he had proposed the toast, and the guests for their presence.

"BILL" EDLEY

DEATH AFTER 25 YEARS IN STEAMBOAT CO.

A TYPHOON HERO

After 25 years as wharfinger of the Hong Kong, Canton & Macao Steamboat Co., Ltd.—he was due to retire on pension on the last day of the month—Mr. W. H. ("Bill") Edley died at the French Hospital yesterday from pleurisy, at the age of 63, mourned by a wide and cosmopolitan circle of friends.

Mr. Edley was born in Canada. Shortly after his arrival here he was employed by the Steamboat Co. until yesterday. Only once did he go abroad for a holiday. This was quite recently when he went home to recuperate from illness which, however, recurred after his return, and he was removed to hospital on Christmas Day, passing away in 24 hours.

"Bill" was a typhoon hero. His figure was known to everybody who had business at the Steamboat Co.'s wharf beyond the Harbour Office. His kindness to the Chinese working classes was proverbial. He leaves a son, Master Victor, 16 years old, who is at St. Joseph's College, and a widow.

The Funeral

The funeral took place at the Roman Catholic Cemetery, Happy Valley, yesterday afternoon, the Rev. Father Terruzzi conducting the service. The son was the principal mourner. Among those present were Messrs. John Arnold, T. Arnold, S. J. Clarke, W. Ward, C. F. Pragnell, A. Place, R. M. de Souza, A. J. Agabeg, P. Lanigan, W. Fearon, R. H. Stewart, R. Shannon, L. P. Lane, Lo Kai-hong, Jata Singh. A large number of Chinese connected with the various wharves on the waterfront also attended.

Among the wreaths was one from Victor, other senders being Messrs. John Arnold, T. Arnold, G. E. Ellams, W. Ward, J. Lowrie, F. Pragnell, A. J. Agabeg, J. H. Wittichell, Andrew Harper, R. Fearon, G. H. Y. Chue, Sanington, B. C. Wilson, R. A. Cooper, Capt. B. R. Branch, Rev. Father Murray, Capt. and Mrs. Mitchell, Capt. and Mrs. Madden, Mr. and Mrs. S. J. Clarke, Messrs. R. Shannon, F. Thomson, J. W. Beattie, Cheng, Quinn, Ah Loy, Yuen Chong, Chow Yan-u, Lau Hoy, Sam So, Yung Kwai-fun, Chai Ow, Chong Man-see, Lo Kai-hong, Wong Tai, Lai Kwai, Sze Cho-hong, Mok Choo-u, Captains and Officers of s.s. "Taisan," "Sui An," "Kinsan," "Lungshan," "Fatsan," European Revenue Officers, Office staff of the Steamboat Co., Wharf coolies, Wharf staff, coolies of Wing Lok street and shipping correspondents of the local Press.

TO-DAY'S RADIO

BROADCAST BY G.O.W.

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 300 metres. The call sign of the station is G.O.W.

5.30 p.m. to 6.30 p.m.—Demonstration Programme.

7.45 p.m.—Evening Weather Report.

8 p.m. to 10.30 p.m.—Evening Programme. (Victor Records).

"Summer Days Suite,"

(a) In a Country Lane. Queen's Hall Orchestra.

(b) On the Edge of the Lake. Queen's Hall Orchestra.

"The Merry-makers' Carnival,"

"Artist's Life," Strauss. New York Philharmonic Orchestra.

"Tales from the Vienna Woods," Strauss. New York Philharmonic Orchestra.

"Barber of Seville," Can It be. Duet.

Miriam Licotte and Dennis Noble. "The Merry-makers in Hawaii,"

"The Merry-makers in Spain,"

"Aida," Celeste Aida. Ulysses Lappas. Tenor.

"La Gioconda," Cielo E Mar. Ulysses Lappas. Tenor.

"Light Cavalry Overture," Von Suppe. Victor Symphony Orchestra.

"Good-Bye Marie," Benjamin Gigli. Tenor.

"Come Love With Me," Benjamin Gigli. Tenor.

"The Good Little Boy and the Bad Little Boy,"

Norman Long. Humourist. "Under the Banana Tree,"

Norman Long. Humourist. "Manon Lescaut," Donna Non Vidi. Mai. Gigli.

"La Tosca," Recondita Armonia. Gigli.

"Gavotte in F Major," Beethoven. Harold Bauer. Pianoforte.

"Moonlight Sonata," Beethoven. Harold Bauer. Pianoforte.

"Pavane," Prologue. Lawrence Tibbett. Baritone.

"Quanno 'A Femmina Vo'." Gigli.

"Marie, Marie," Gigli.

"Homes," Norman Long.

"The Dring Way," Norman Long.

"I'm Waiting for Ships That Never Come In,"

Franklyn Baur. Tenor.

"Elvis Mother,"

(Continued at foot of Next Column)

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre; "The Divine Woman," and Carpi's Parisian Revue" at 9.20 p.m.

To-day—World Theatre; "Seventh Heaven."

To-day—Star Theatre; "Paris At Midnight."

Dec. 28—St. Peter's Y.M.C. dance at Lane Crawford's restaurant 8 p.m.

Land Sale. Dec. 31—At P.W.D. Offices, one lot of Crown Land at Mong Kok Tsui, 3 p.m.

Sport. Dec. 28—H.K.Y.M.C.A. Hockey; 2nd XI vs. H. K. Club "A," 5 p.m.

Meetings. To-day Sanitary Board meeting, 4.15 p.m.

Dec. 29—Twelfth meeting of Industrial and Commercial Bank, 2 p.m.

Miscellaneous. Dec. 28—Yau-mat School prize distribution, noon.

"THE DIVINE WOMAN"

SENSATIONAL STORY IN NEW FILM

The alluring blonde screen star, Greta Garbo, and Lars Hanson play the leading parts in an unusual picture, "The Divine Woman," which will be screened at the Queen's Theatre from to-day to Saturday. Adapted from Gladys Unger's famous novel "Starlight" which was later successfully produced as a stage play, the story concerns the adventures of a great French theatrical actress, who, tired of the wealth and luxury showered upon her by her many admirers, returns to her first love—a private soldier and deserter from the French Army. It is said that Miss Garbo carries her role magnificently from the opening scenes as a peasant girl to the heights which she achieves as the darling of the theatrical world, and back again to her tawdry surroundings in Montmartre. Other members of the cast who have important parts to play are Lowell Sherman, Jean de Briac and Polly Moran. During the 9.20 performances a complete change of programme will be given by Signor Carpi's popular "Parisian Revue."

"7TH HEAVEN"

THE RETURN OF A NOTABLE PICTURE

Although not a war picture in the usual meaning of the term, "7th Heaven," the big film which will be screened from to-day to Saturday at the World Theatre, presents some remarkably fine war scenes as a background to the story. These scenes, in the opinion of many people who have seen the film, are as good as any yet shown on the screen, if indeed they are not the best. Certainly the dash of the Paris taxicabs to the battle line to save the city from the enemy's advancing hordes is a wonderful piece of realism.

Criticism may be offered that this or that technical detail may not be correct, but the general effect can only be described as magnificent. "7th Heaven" is a splendid film, with a story that stirs the heart and fires the imagination. The acting of the two stars, Janet Gaynor and Charles Farrell, as the little waif of the Paris streets and "the very remarkable fellow" who works in the city sewers, holds one fascinated. Altogether "7th Heaven" is one of those pictures which every one—movie fan or not—should make a point of seeing. Owing to its exceptional length, "7th Heaven" will be shown at special times commencing promptly at 2.30, 5.00, 7.15 and 9.30 p.m.

MYSTERY FILM

HONORE DE BALZAC'S NOVEL FILMED

Several notable players appear in the large cast of "Paris At Midnight," which is the feature attraction from to-day to Saturday at the Star Theatre. Lionel Barrymore, Jetta Goudal, Mary Brian and Jocelyn Lee are the principal players. The story concerns the adventures of "Vaurin," a man of mystery, who is being sought after by the police in connection with a series of amazing crimes. His halfbreath escapes from the hands of the law provide many thrilling situations which have been admirably directed. Adapted from Honore de Balzac's well known novel, the screen version is as fascinating as the book and keeps close to the original story throughout.

Franklyn Baur. Tenor. "William Tell," Overture.

Victor Symphony Orchestra. News Bulletin.

Dance Music. God Save the King.

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IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

The Cuban Charge d'Affaires is visiting Shanghai, says the Chinese press.

It is reported by the Chinese press that the body of Dr. Sun Yat-sen will be removed from Peking next month. The road leading to the mausoleum at Nanking is fast being completed, the report says.

Pirates robbed a launch belonging to the Hsin Shing S. N. Co., which was plying between Wuhu and Tatum a couple of days ago and got away with several tens of thousands of dollars' worth of property. The local militia were notified and after a long chase they arrested one man and recovered about \$2,000 worth of property. During the pursuit, one of the soldiers was wounded.

Should reports appearing in the Chinese press be correct, another official scandal is threatened with exposure. The reports are to the effect that information has been received by the Salt Inspectorate to the effect that a large amount of salt is being smuggled to Yangtze ports from Fukien and that gunboats are being used for its transportation. An investigation has been ordered by Nanking, the report concludes.

The "Hankow Herald" learns from a very reliable source that Mr. F. Zappi, who was one of Gen. Nobile's party in the North Pole Expedition, will leave Italy for China about February of next year and will relieve Mr. De Nadamlenzki, the Italian Consul there. Old Hankow residents will remember that Mr. Zappi was a commander of an Italian gunboat which was stationed there about five years ago and during that time, acted as Italian Consul.

In view of the prosperity of the district, the Jessfield Bridge Construction Committee (Shanghai) has asked the Bureau of Public Works to construct a temporary wooden bridge across Soochow Creek and has promised to contribute two-thirds of the expenditure. It is now reported that the Bureau of Public Works has secured permission from the Shanghai (Chinese Territory) Municipality to undertake this work. Tenders will be invited and work will be commenced soon.

M. Charles Russ, died suddenly, at his house in Rue Pasteur, Tientsin, at the age 48, on December 5, from asthma, reports the "North China Star." M. Russ leaves a son, Charles H. Russ, who is connected with the native city water works, and a daughter, Rose, to mourn his death. Deceased was born at Millaux, Aveyron, France, and came to Tientsin eight years ago. He was a mechanical engineer by profession, but during the last two years was engaged in various commercial enterprises. He recently organized a company, which built the Hotel du Commerce.

Mr. and Mrs. V. Meyer and their daughters returned to Shanghai from home last week.

The draw for the silver cup presented by Sir Elly Kadoorie for the benefit of Jewish charities took place at the Majestic Hotel, Shanghai, during the Hanuach Ball, last week. The owner of ticket No. 71 is the winner of the handsome cup.

On December 4, according to the "Japan Chronicle," the Kobe Water Police raided the N.Y.K. "Kasagi Maru" which had just arrived from Shanghai and arrested seven Chinese stowaways for America. Their examination led to the disclosure of an "agency" at Shanghai for secret passages, mainly to America. According to the police the agency has been in co-operation with a branch at Kobe and is believed to have smuggled a number of Chinese and Japanese already. When they were arrested on board the ship they each produced certificates of their being residents in Sannomiya, but the certificates proved to be counterfeited and supplied by the Kobe branch. They confessed to having intended to go over to America by a Dollar liner from Kobe. The Kencho police and the Water Police are trying to trace the agency in Shanghai. These Chinese seem to have promised to give Y.1,500 each to the agencies if they got to America successfully, besides the "commission" already paid.

DUKE WEDS MANICURIST

Berlin.—It is revealed that Duke Nicolaus von Leuchtenberg was married secretly in Munich to Fraulien Ella Mueller, a pretty Munich girl employed as a manicurist in a barber's shop.

The duke, who is thirty-two years of age, is the nephew of the Duke of Leuchtenberg, who at his castle in Bavaria made a home for the mysterious girl who is alleged to be the Grand Duchess Anastasia of Russia, and the only member of the Czar's family to escape execution by the Bolsheviks.

The young duke was formerly an officer in the Czar's Cossack bodyguard. He has studied music in Munich, and has frequently conducted orchestras at public concerts.

"Marriage is a perilous adventure for wise adults, but it is a very serious step for babies."—Mr. Cairns, the Thames Magistrate, to a man, and wife aged 19 and 20 charged with disorderly behaviour.

NOTICE

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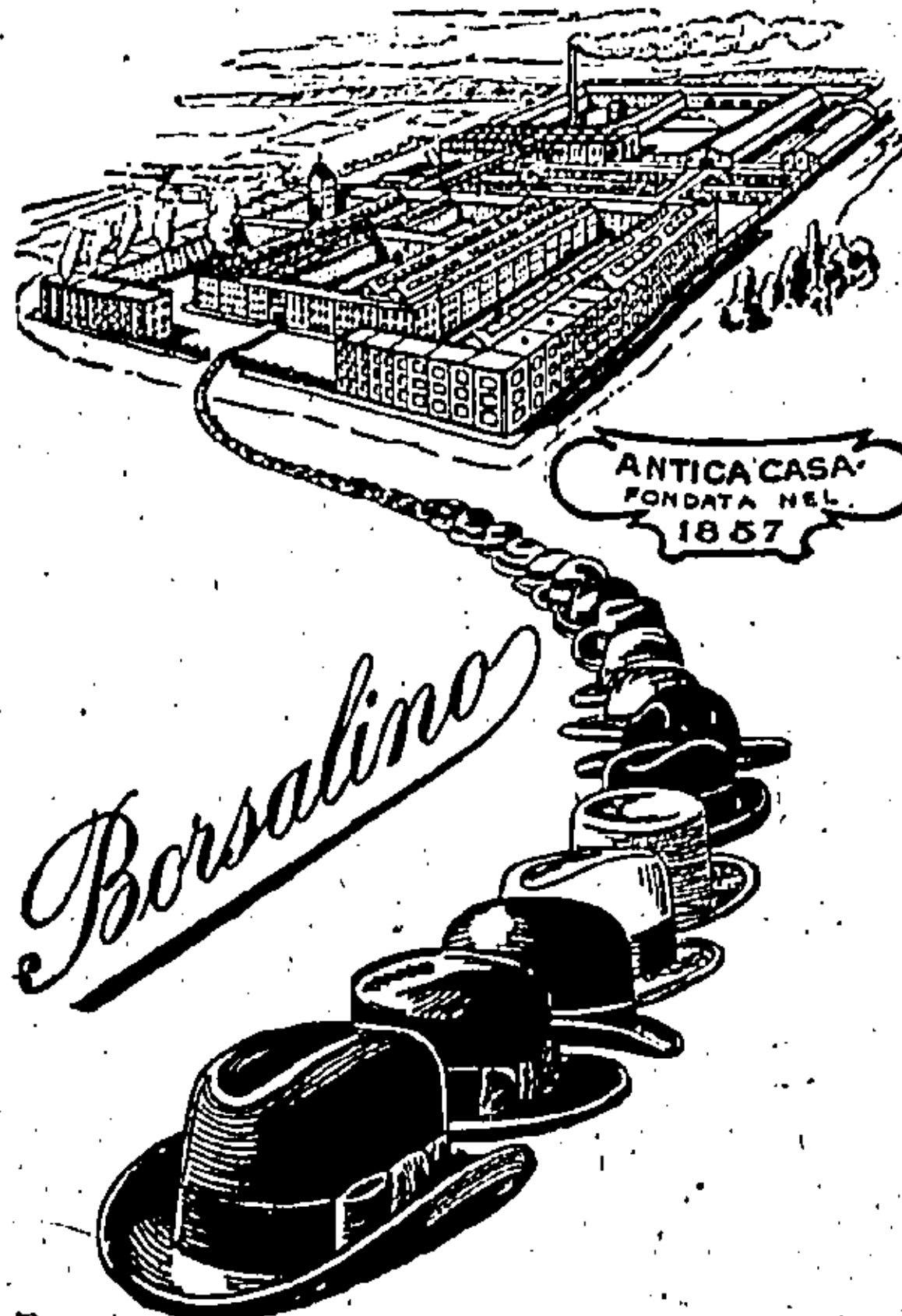
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"LANCS." DIALECT

GRADUALLY GOING OUT OF
FASHION

MAY BECOME AN ODDITY

When Mr. R. H. Isherwood gave a paper on Edwin Waugh, the Lancashire poet, to the Rotary Club, Manchester, recently, he said that dialect is passing away. "It is going out of fashion," he said, "and 50 years hence may be an oddity."

Both before and after the paper some of Waugh's songs were sung—songs such as "Little, cattle, little care," and "When the sun goes down." Mr. Isherwood, of course, chiefly thought of Waugh as a dialect poet—as a mouthpiece of a Lancashire now swiftly passing away. Many people, he suggested, felt the loss of the old dialect very keenly, and to them Waugh was always a constant source of pleasure. To read Waugh, or Ben Brierley, or Samuel Laycock, was to know again a past generation and to have old scenes, rebuilt around the framework of homely and vigorous dialect.

Waugh, he said, had often been accused of vulgarity—a lack of refinement and delicacy. As a matter of fact Waugh never wrote a single scene based upon depravity, and even if he had done so it would be absurd to condemn him for it. If we did, what was to be the fate of Shakespeare and Burns or, for that matter the whole of the Elizabethans? All Waugh did was to write of a simple people in a perfectly simple language. The dialect he used was now passing away. It was out of fashion. It was the speech of common people, and to admit any connection with commonness in these days was to risk a social set-back. Fifty years hence, perhaps, the spoken dialect would be an oddity. Latterly there had been less and less interest in our dialect literature, and this was due to a great extent to the prominence that was often given to the scenes of eating and drinking. The modern mind—quite rightly—was revolted by all the gluttony and drunkenness of 50 years ago. But the fact was that such scenes contributed a very small proportion of the total writings of Waugh and Brierley—Laycock is free from them—and by being presented too often they became an inexcusable distortion.

To Mr. Isherwood the true Waugh is the poet. Here there was no conscious note of strain, he said, and the dialect poems of Edwin Waugh abounded with passages of rare, lyrical beauty.

COL. CHRISTIE

FORMER HUSBAND OF MRS.
AGATHA CHRISTIE.

TO WED ONCE MORE

Notice was recently entered at St. George's Register Office, Hanover-square, of the forthcoming marriage of Colonel Archibald Christie, described as a company director, of Upper Grosvenor-street, S.W., to Miss Nancy Neele of Rheola, Croxley Green, Herts.

Colonel Christie was formerly the husband of Mrs. Agatha Christie, the writer of mystery stories, who disappeared in 1926.

Mrs. Christie's disappearance a few weeks before Christmas in 1926 was a sensation that lasted many days. On December 4 her abandoned car was found at Newlands Corner. For ten days afterwards nothing was seen or heard of her until her husband, called by the Harrogate police, identified her as a woman who had been staying at a hydro in the Yorkshire town since the day after her disappearance.

During her stay at the Hydro Mrs. Christie was known as Mrs. Teresa Neele, of Capetown, the entry she made in the hydro register in her own handwriting.

Col. Archibald Christie is a D.S.O. and a C.M.G. He was an officer in the R.F.A. He transferred to the Flying Corps in 1913.

Col. Christie served in France from August, 1914, until September, 1918, and was mentioned in despatches five times.

In September, 1918, he came to England as chief technical officer of the South-eastern area, R.A.F. He resigned this position in June, 1919, taking up a City appointment.

DANGER OF "CRAMMING"

Dr. H. W. Richards, warden of the Royal Academy of Music and a member of the Associated Board, speaking at a distribution of music certificates at Harrow recently, stated that the board identified itself completely with the recent statement of Dr. Cyril Norwood, Headmaster of Harrow School, that examinations were always associated with cramming.

"Cramming," Dr. Richards added, "does not make young people into musicians and the board is against it in every shape or form. My advice to parents and teachers is not to force a child."

DRESS & THE WOMAN

"TO FIT IN WELL WITH HER
SURROUNDINGS"

A FINE ART

Who shall arbitrate about the well-dressed woman? To one she is dressed this way, to another that.

Perhaps the best definition of her is that she always fits in with her surroundings, writes the Paris correspondent of the "Morning Post." In Paris she agrees with Paris, in the country she leaves all her Paris clothes behind her, and dresses to suit the landscape. When a well-dressed Englishwoman goes to France, she gives to her clothes a flattering French accent; in England she modifies that accent if she is tactful.

Tact and taste joined to a love of neatness are things which help a woman to dress well.

Money and time have also a good deal to say on the subject. But it is quite true that the best dressed women are not the richest, or the ones who spend most time and money on their clothes.

Some women have a natural instinct for clothes, and that usually means that they can select and wear clothes which suit their particular style. The gift of dressing well is surely given by the fairies, and is not to be despised. It helps women to get the best out of a small dress allowance, or to be a leader of fashion if her purse is well filled.

Plensing the Menfolk
Nobody who understands life in big cities for women who work and play hard, looks at dress as a negligible quantity. Only a woman who has such a position and such a personality as to be able to impose herself and her peculiarities on the world can afford to dress badly.

I would almost go as far as to say that unless a woman dresses becomingly she is handicapped in the struggle for life.

Men have grown accustomed to see women looking nice. They like to have neat, trim pleasant maid-servants, employees, wife, daughters, friends. They like the women they take about with them to be well dressed.

Yet they wear an air of some disdain when women talk "chiffons."

They are completely ignorant of what it means in taste, skill, and good management for a woman to be always suitably and becomingly dressed, yet they criticise sharply such mistakes as the wrong shoes, hair not very well dressed, a frock that does not look fresh.

Successful Failures

Happy is the woman who knows how to wear her clothes well. She can make them last longer and look well to the last thread. She can almost afford to wear her failures, and that is an economy any woman will envy her, since everyone has failures, even the cleverest of us.

It is almost essential for the woman who likes to be always well turned out to have either a maid or some skill with her needle. The "stitch in time" adage is sound. It means neatness and daintiness. There is also a lot to be said for a small and perfect wardrobe instead of one which is large and imperfect. The girl of to-day is more skilful in looking well dressed out of a suitcase than her grandmother ever was. She seems to have learned how to put into it all she needs for a week's visit, and to produce variety in dresses, as well as to have all the necessities for a somewhat elaborate toilette.

To Youth Goes the Palm
To youth must be given the palm for good dressed in the latest fashion. Both "Miss" and "Mademoiselle" 1928 have ways of looking well dressed in town and country; at nine in the morning and at midnight. They can racket all day and all night and never look untidy. They can be sportswomen of the hardest and the most feminine of dainty ladies.

This gift of dressing well has come through their emancipation from home tyrannies, and though they may not realise it, they owe their gift for looking so nice to their elders, who dress so badly sometimes, but who fought for freedom, and found it too late to learn how to manage their childrens.

THE DREAD OF CANCER

There is something unusually tragic about the case of the English doctor who committed suicide in the mistaken belief that he was suffering from cancer, for his professional training should have enabled him to prove to himself that his fears were groundless.

There are many unhappy people who harbour this same fear and suffer great agony of mind until they pluck up courage to undergo medical examination.

More than one London doctor has stated that a week rarely passes without one or two consultations of this kind, the patient having usually concealed his fears from his friends and suffered, sometimes for a long period, dreadful mental strain.

It is pleasant to be able to add that only rarely are these fears confirmed.

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Bank, on demand	2/- 5/16
Bank, 80 days' sight	
Bank, 4 months' sight	2/- 1/2
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On demand	1257 1/2
Credits, 4 months' sight	1332 1/2
On Berlin—	
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On New York—	
On demand	49 1/2
Credits, 60 days' sight	50 1/2
On Bombay—	
Wire	134 1/2
On demand	134 1/2
On Calcutta—	
Wire	134 1/2
On demand	134 1/2
On Singapore—	
On demand	86 1/2
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	78
30 day's sight (private papers)	
On Yokohama—	
On demand	106 1/2
Gold Leaf, 100 fine (per taol)	
Sovereigns (Bank's buying rate)	9.55
Silver (per oz.)	26 7/16
Bar Silver in Hong Kong	3% prem.
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Chinese Copper Cents	6% Prem.
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Chinese Sub. Coin	30 1/2% dis.
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T.T. on Shanghai	78 1/4
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Hongkong Bank	\$1305 b
do. Lon. Reg.	\$140 1/2 n
Chartered Bank	\$22 n
Mercantile A. & B.	\$24 n
do. C.	\$14 1/2 n
P. & O. Bank	\$34 n
Bank of East Asia	\$34 n
Insurance	
Canton Insurance	\$665 b 675 s
Union Insurance	\$365 b
North China Insurance	\$160 n
Yangtze Insurance	\$1850 n
China Underwriters	\$2.40 s
China Fire Insurance	\$280 b
H.K. Fire Insurance	\$780 s
Shipping	
Douglas	\$38 1/2 n
H.K. Steamboats	\$29 b 29 1/2 s
H.K. Tugs & Lighters	\$1 n
Indo-China (Pref.)	\$46 n
do. (Dof.)	\$72 1/2 n
Shell Transport	\$118 n
Water-works	\$23 n
Mining	
Benguet	\$2 1/2 n
Kailash Mining Ad.	\$70/- x d
Langkato (Combined)	\$10 1/2 n
do. (Single)	\$6 1/2 n
Shanghai Explorations	\$2.80 n
Shanghai Loans	\$2 1/2 n
Rauha	\$5 1/2 n
Troms Mining	\$17 1/2 n
Docks, Wharves, Godowns, &c.	
H.K. & W. Wharves	\$134 s
H.K. & W. Docks	\$37 1/2 s
China Providents	\$5 b 5.15 s
Hongkong	\$150 n
New Engineering	\$75 n
Shanghai Docks	\$105 n
Cotton Mills	
Two Cottons	\$13.10/20 s
Oriental Cottons	\$13 n
Shai Cottons (Old)	\$75 1/2 n
Shai Cottons (New)	\$72 n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$9.25 n
Hongkong Lands	\$64 1/2 n
Shanghai Lands	\$165 n
Hongkong Realities	\$14.80 b 15 s
H.K. Territorials	\$8 1/2 n
Princes' Buildings	
Public Utilities	
H.K. Tramways	\$21 1/2 s
H.K. Trams (old)	\$13 n
do. (new)	\$3.30 n
Star Ferries	\$69 1/2 n
China Lights (comb.)	\$11 1/2 x d
do. (old)	
do. (new)	
do. 1928 issue	
H.K. Electric	\$53 n
Electric (new)	\$51 1/2 n
Macao Electric	\$28 1/2 n
H.K. Telephones	\$6.20 b old
Chiao Choo	\$10 1/2 n
Singapore Tramways	\$12 1/2 n
do. Pref.	\$17 1/2 b 18 1/2 s
Industrials	
China Sugars	\$0 cts. n
Maabon Sugars	\$23 1/2 n
Canton Ice	\$24 n
Cement (comb.)	\$9.50 n
do. (old)	\$7.80 n
do. (new)	\$1 1/2 n
H.K. Ropes (old)	\$7.60 n
do. (new)	\$7.55 n
United Alabestons	\$6 n
Stores &c.	
Dairy Farms	\$21 n
Watsons	\$18 1/2 n
Der A. Wings	\$0 cts. n
Fane, Crawford	\$3.05 n
Jackinsh	\$20 n
Glencoe	\$34 n
Wm. Powells	\$3.65 n
Miscellaneous	
H.K. Amusements	\$23 1/2 n
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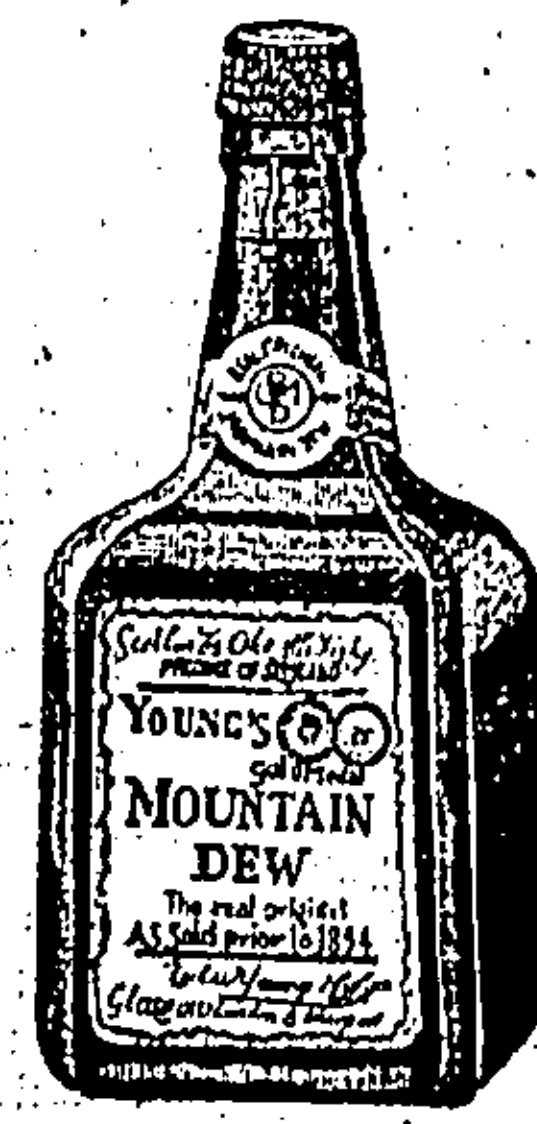
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SOCCER

"SUNDAY HERALD" CHARITY CUP

PORTUGAL BEAT SCOTLAND

(By "Rever.")

Scotland 1 (Goal). Portugal 4 (Gosano 2, Pereira 1, Ward 1).

There was not such a large crowd on Boxing Day as on the previous day to see the Semi-final in the above competition between Scotland and Portugal. The result of the match was somewhat of a surprise, as Portugal won rather easily, but on the day's play quite deserved their win.

The teams were:—Scotland: Clarke (Police); Backs: Oram (Police), Martin (K.O.S.B.); McBride (Club), Stewart (Club), Farlowe (Navy); Torrie (K.O.S.B.), McGreavy (Police). Total (K.O.S.B.), McGlinchey (K.O.S.B.), Craig (K.O.S.B.).

Portugal: Beltrao; Silva-Netto, Xavier; Remedios, Remedios, Assumpcao; Pereira, Ward, Gosano, Rocha, Brown.

Referee: Mr. W. Hollands. Portugal kicked off facing the sun and Brown and Rocha were early attacking, but Oram relieved. Portugal kept on the attack and Clarke punched away smartly from Ward.

The Scottish team were on the slow side at the start, but Beltrao had to be very smart to save a goal effort by Toal. A corner to Scotland was cleared, but McBride returned with a fine shot, and Toal just after again came close for Scotland. McGreavy shot behind and following Portugal came strongly. From a well placed corner Gosano put past Clarke and Portugal were one up.

Beltrao shortly after this saved nicely from Craig and following a foul against Xavier, Craig hit the post with a good effort. Scotland were, however, out of luck and the Portuguese defence were playing well. Xavier was injured and from the restart of a slight stoppage, Pereira went right through and beat Clarke with a nice shot, putting Portugal two up.

Portugal were playing a very aggressive game and only good defence by Clarke and Stewart kept them from adding to their score. Gosano was very lively and took a lot of watching.

Clarke Bright

Scotland were nearly through from the restart, but Xavier cleared and Gosano sent a good header to Clarke but the goalie with a spectacular clearance relieved.

The Scottish forwards were disappointing and Torrie sent behind from good work by McGlinchey. Clarke saved from Ward but following nice work between Brown and Rocha, the ball came to Gosano who smashed home a beautiful shot well out of Clarke's reach, and Portugal were three up and going strong.

Craig and McGlinchey raised the Scottish hopes but Silva-Netto relieved and Portugal, who retired now playing one short, Xavier having retired and Gosano dropping back, returned to the attack and Ward added Portugal's fourth goal in neat fashion after smart combination by the forward line. Scotland's halves were always trying, but the forwards were weak and lacked dash, and Remedios and Gosano, by good kicking, relieved on many occasions. A faulty clearance by Assumpcao led to Scotland's goal, Toal beating Beltrao close-in.

Scotland rallied, but it was too late, Silva-Netto stopped Toal nicely as Scotland's centre was going through. Time came with Portugal good winners by 4 goals to one.

Surprising Display

Portugal gave a surprisingly good display, Gosano made a welcome reappearance, being the in-

HOME SOCCER

RESULTS OF BOXING DAY GAMES

EIGHT FOR LIVERPOOL

London, Yesterday. Division I.

Arsenal 1, Sunderland 1. Aston Villa 3, Portsmouth 2. Bolton 6, Birmingham 2. Cardiff 2, Leeds 1. Derby 1, Huddersfield 2. Leicester 5, Bury 2. Liverpool 8, Burnley 0. Manchester City 2, Sheffield Wednesday 2. Newcastle 1, West Ham 0. Sheffield United 6, Manchester United 1.

Division II.

Burnsley 2, Clapton Orient 0. Blackpool 1, Grimsby 1. Bristol City 2, West Bromwich Albion 3. Chelsea 3, Stoke 1. Notts Forest 2, Wolverhampton 1. Oldham 4, Millwall 1. Port Vale 2, Middlesbrough 3. Preston North End 1, Hull 0. Reading 4, Tottenham Hotspur 3. Southampton 4, Notts County 0. Swansea 3, Bradford 1.

Division III (S)

Brentford 5, Brighton 1. Charlton 3, Coventry 1. Crystal Palace 5, Bristol Rovers 2. Exeter 6, Bournemouth 3. Gillingham 2, Plymouth 0. Northampton 4, Walsall 2. Norwich 3, Luton 0. Southend 5, Merthyr 1. Swindon 2, Queen's Park Rangers 1.

Torquay 1, Fulham 1. Watford 3, Newport 0.

Division III (N)

Doncaster 2, Nelson 2. Bradford City 4, Accrington 1. Chesterfield 6, Southport 0. Darlington 1, Barrow 2. Halifax 5, Carlisle 2. Lincoln 7, Hartlepool 1. New Brighton 2, Crewe 3. Rotherham 3, Stockport 3. South Shields 0, Ashington 0. Wrexham 3, Rochdale 0.

—Reuter.

Results are now to hand of the two League football matches played on Christmas Day, which were not included in yesterday's issue:—Division I: Sheffield Wednesday 4, Manchester City 0. Division III (North): Stockport 1, Rotherham 0.

—Reuter.

GOLF

Mr. J. C. H. Bonbright, the American Vice-Consul, won the Tungshan championship on Sunday, beating Mr. A. T. Lay by 10 and 9. He did the first nine holes in 33 and early established a big lead.

spirations of the Portuguese attack. Ward was very smart, and Rocha and Brown on the left were the best wing on the field. C. Remedios at right half was in great form, and Xavier up to the time of his retirement was a tower of strength. Beltrao kept a safe goal.

Scotland disappointed. The forwards were weak and unenterprising, McGlinchey and Toal being the pick of a poor line.

Scotland's half-backs were all triers and had a very busy afternoon. Farlowe was the pick of an overworked trio. Martin and Oram were variable, but the Police representative did well in a strange position. Clarke had little chance with four smart goals and brought off several clever clearances.

It was Portugal's day as their team fore and aft played good football and were yards faster than Scotland, whose side were on the whole moderate. Scotland were last year's holders of the Cup, beating China in the final 4-0.

KIDDIES' TREAT

ANNUAL FUNCTION AT C.S.C.

PRIZES DISTRIBUTED

The annual Xmas function at the Civil Service Cricket Club, at which the children of members are the "Guests of honour," took place yesterday and was a huge success. Mrs. G. R. Sayer, assisted by Mr. Millington as "Father Xmas" distributed the toys from the tree.

Children's Sports

The results of the children's sports were as follow:

Race for boys under 10 years of age.—1st, D. Hollidge; 2nd, B. Pryde.

Boys over 10.—1st, P. Murphy; 2nd, R. Wood.

Girls under 10.—1st, M. Parsons; 2nd, J. Holland.

Girls over 10.—1st, M. Murphy; 2nd, M. Glendenning.

Boys' Foot Race, under 10.—1st, N. Booker; 2nd, F. Gow.

Boys' Foot Race, over 10.—1st, R. Wood; 2nd, P. Murphy.

Occasion was also taken to distribute the sports prizes won by members during the year. The winners were as follow:

Bowls Section

Championship Winner, Mr. F. E. Booker; runner-up, Mr. A. W. Grimmit.

Doubles Handicap.—Winners, Mr. R. F. G. Jones and Mr. R. R. Davies. Runners-up, Mr. A. W. Grimmit and Mr. Glendenning.

Non-Prize Winners.—Winner, Mr. H. Lockhart. Runner-up, Mr. A. W. J. Simmonds.

Cricket

1st Team Batting, Mr. F. J. de Rome. 2nd Team Batting.—Mr. R. S. W. Paterson.

1st Team Bowling.—Mr. F. Baker. 2nd Team Bowling.—Mr. R. G. Robertson.

Tennis

Championship winner, Mr. R. White. Runner-up, Mr. Randle.

Men's Doubles Handicap.—Winners, Mr. Luck and Mr. C. J. Tacchi. Runners-up, Mr. Unsell and Mr. Whant.

Singles Handicap.—Winner, Mr. R. White. Runner-up, Mr. R. Jones.

Mixed Doubles Handicap.—Winners, Mr. and Mrs. A. W. Grimmit. Runners-up, Mrs. Gull and Mr. Luck.

TENNIS

The Kowloon Indian Tennis Club entertained the C.S.O. Recreation Club on Christmas Day at King's Park and defeated them by 11 games.

Feroz Ali & M. A. Khan (K.I.T.C.)

beat Y. J. Khan & A. Chan 6-5

beat Y. J. Khan & K. T. Ng 6-5

beat K. T. Ng & J. Wong 6-5

18-15

H. Singh & Firdos Khan (K.I.T.C.)

beat Y. J. Khan & A. Chan 7-4

lost to Y. J. Khan & K. T. Ng 2-9

beat K. T. Ng & J. Wong 7-4

16-17

G. A. Khan & Firdos Khan (K.I.T.C.)

beat Y. J. Khan & A. Chan 7-4

beat Y. J. Khan & K. T. Ng 7-4

Wong 7-4

beat K. T. Wong & J. Wong 7-4

21-12

Totals.—K.I.T.C. 55, C.S.O.R.C. 44.

Tel. C. 2221

Tel. C. 4821

MAD WOLFHOUND

DOG TERRORISES THE COUNTRYSIDE

72 PEOPLE BITTEN

A mad wolfhound, of a breed similar to the Alsatian, has been killed by a peasant in the district of Cosenza, near Naples after it had caused great alarm and bitten no fewer than twenty-two people, sixty of them within the space of six hours.

A group of marksmen had surrounded a wood in which the beast made its lair, but it made a flank attack on one of the hunters, throwing him on the ground and finally broke through the cordon. It was after this that it was killed.

The dog suddenly ran amok and the whole countryside was terrorised, for there was every sign that the animal was suffering from hydrophobia. Men, women, and children have been attacked.

The first victims were twenty peasants in the hamlet of Spezzano. The dog quickly escaped from that district, and had since ranged over an area of about a square mile—always showing itself unexpectedly and disappearing at phantom speed.

Such was the panic of the country folk that they were almost afraid to take their injured relatives to the hospitals for treatment.

An extraordinary result of the affair, despite terror and bites, has been the rush of hundreds to the local State lottery shops in order to place bets on double seventy—a Silyline cipher for "mad dog!"—"Morning Post" (London).

FATAL SMILE

MOTOR CYCLIST'S TRAGIC DEATH

A smile at a girl cost the life of Gordon Davis, aged 18, of Hankinson-road, Bournemouth, on whom a verdict of accidental death was returned.

Arthur James Griffiths, shop fitter, of Foxholes-road, Southbourne, said that as he was overtaking another motor he saw a young man on a motor-cycle heading straight for his radiator. He blew his horn, shouted, and swerved the car to the offside, but the motor cyclist struck the rear wing. The rider was looking towards the pavement, and did not see him coming.

Clady's May Keen, of Boscombe, a domestic servant, said that the motor cyclist smiled as he passed and she smiled back. She turned round and thought the motor cyclist was about to turn also when something drew his attention in front.

The jury exonerated Griffiths from any blame.

STANDARD TIME.

Sunrise and Sunset in Hong Kong for December, 1928, (standard time of the 120th Meridian, East of Greenwich), is as follow:—

Dec.	sunrise a.m.	sunset p.m.
27	7.01	5.17
28	7.02	5.48
29	7.02	5.48
30	7.02	5.49
31	7.03	5.49

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KWAN TYE

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THE EMPRESS STORE, Kowloon.

RAHIM'S STORE, Shameen.

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THE BEST BITTER FOR THE STOMACH.

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FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

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drink two liquor-glasses "WURM" at all times.

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BRINGING UP FATHER.

WORLD NEWS IN PICTURES.

Hero of Sea Rescue



First to the scene of the sinking "Vestris" was Captain Schuyler Cummings, commander of the s.s. "American Shipper."

Unique Outfit



Lady Mary Heath, England's foremost woman pilot. From head to toe she is clad in skins of animals she killed while hunting in Africa.

Uganda Welcomes the Prince



H.R.H. the Prince of Wales, being welcomed by the Kabaka (head chieftain) of Uganda, in the heart of British East Africa.

Bathing Girl Beauty



Because she was considered the prettiest and shapeliest girl in Miami, the famous Florida resort, Helen Briggs has been named "Miss Miami" for the 1928-29 season.

Muffs and Chokers in Style



Muffs and choker scarves are back in fashion, as witness the Patou creation combining mink with black velvet in a particularly smart ensemble.

Schiff Trophy



Lt. James E. Dyer, U.S.N., who has been awarded the Schiff Memorial trophy for the highest number of hours of flying with safety. Lt. Dyer was in the air 1251.2 hours during the fiscal year of 1927-1928.

"Vestris" Saved



Dr. William Sears, the ship's doctor, and E. F. Conrad, a musician, both saved.

Loved "The Handsomest Man."



In this artistic satin and velvet gown is Tamar Gove, a beautiful Broadway dancer, who let it become known that she is in love with "the handsomest man in the world." But she declines to name names or dates.

Gambler's Love



An exclusive and hitherto unpublished photo of Inez Norton, the blonde show-girl whom Arnold Rothstein, late "king of the gamblers," left one-sixth of his fortune.

INFORMATION WANTED

FOR THE

1929 ISSUE OF THE

DOLLAR DIRECTORY

FOR

SECTION II.

ASSOCIATIONS, CLUBS, CHURCHES,
MISSIONS, GOVERNMENT OFFICES,
HOSPITALS, SCHOOLS & COLLEGES.

SECTION III.

BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

PEAK RESIDENTS' LIST.

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THE MOTORISTS' PAGE

NEW 1929 MODEL

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MOTOR CYCLES

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DO NOT FAIL TO SEE THESE NEWLY
DESIGNED MODELS BEFORE
CHOOSING YOUR NEXT MOUNT

ABSOLUTELY THE VERY BEST
VALUE FOR YOUR MONEY.

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FAVOR

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MOTOR CYCLES

DO NOT FAIL TO INSPECT THE
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46, Nathan Road, Kowloon.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
HANOMAG.—Wai On Tseung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Voeux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPET.—Gilman & Co., 4a, Des Voeux Rd. C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1097.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

SEVEN MODELS

BRITISH FIRM'S GOOD
SHOWING

LONGS AND SHORTS

Armstrong Siddeley cars were represented in a recent show by a 30 h.p. six-cylinder special enclosed landaulette with new self-changing silent four-speed gearbox, a Long 20 h.p. six-cylinder enclosed limousine, a Short 20 h.p. chassis, a Short 20 h.p. saloon, a 15 h.p. six-cylinder Weymann fabric saloon, a 14 h.p. four-cylinder fabric saloon, and a new 12 h.p. six-cylinder fabric saloon (£275).

A Self-Changing Gear-Box.

Taking these models in order, the chief point of interest on the 30 h.p. is the new self-changing silent four-speed gearbox. This is claimed to be dead silent in action, and to be so simple that a child can operate it. The selective control is mounted on the steering wheel, and enables the driver to select his next gear before he actually requires it, the actual change being made later in the box merely by depressing and releasing a pedal. The box has been under test for several years, and is available at an extra cost of £50 and £35 respectively on the 30 and 20 h.p. six-cylinder models. Other points of interest on the 30 are the new metal dash, the up-swept frame which enables the body to be carried lower and the provision of a 21-gallon petrol tank at the rear.

The Long 20 h.p. six-cylinder model remains unaltered, points of interest being its central chassis lubrication system, adjustable cantilever springs, and generally simple and sturdy design.

The Short 20 H.P. Six Cylinder Car was shown as a chassis and as a saloon, is probably the most successful British car of its type, its stamina, power and speed being characteristic features. Since the last show the rear springs have been underlugged to enable the bodies to be carried lower. Attractive two-tone colour schemes have been developed, while the excellent features of central chassis lubrication, automatic ignition control and swivelling headlamp reflectors, which were introduced last year, are being continued.

The 15 H.P. Six Cylinder Car The 15 h.p. six-cylinder model was shown with a genuine Weymann body, a point of interest being the drop head. The lines of this body are excellent, the underlugged rear springs enabling it to be built lower, and the provision of four lights instead of six providing a degree of privacy in the rear seat which is not available with other types. The central chassis lubrication system and automatic ignition control are again retained.

The 14 H.P. Four Cylinder Car The 14 h.p. model which is the only four cylinder type in the range represents remarkable value for money as a full sized four or six light fabric saloon at £325. Again one noted the underlugged rear springs, the lower frame, the generally improved appearance of the body, the central chassis lubrication and automatic ignition control, all points that the practical owner driver family man will thoroughly appreciate.

New 12 H.P. Six Cylinder Saloon The centre of interest on the stand was undoubtedly the new 12 h.p. six cylinder which was shown with a four light four-seater fabric saloon body priced at £275. In addition to this model, this chassis is available with two or four seater touring bodies at £250.

The saloon has a very attractive appearance, and for so compact and light a car provides an astonishing amount of accommodation for four full size people. It is completely equipped and possesses an excellent turn of speed and acceleration. It is the sort of model that those who study economy or those who require a second car to supplement a big family model will appreciate. It has a 4 ft. track and an 8 ft. 9 in. wheelbase. The R.A.C. rating is 12 h.p. and the petrol consumption is over 30 m.p.g.

The design of the chassis follows standard Armstrong Siddeley practice, and although the weight has been reduced, the stamina for which these cars are well known

BATTERED CAR

DARING INTER-CONTINENT
TRIP

1922 STUDEBAKER

A battered touring car, which had crossed the roadless section of the Isthmus of Panama on August 23 by bouncing over 23 miles of railroad ties, came to a sudden halt, swerved to one side, and coasted down the steep embankment of the Panama Railroad right-of-way on to the Gamboa road. A few hours later the car, minus top and mudguards, arrived at Panama City.

Jose Mario Barone and his veteran Studebaker Tourer had completed the hardest and most dangerous half of a daring inter-continental trip. Barone and his 1922 model Studebaker, which had already travelled more than 100,000 miles, set out from Rio de Janeiro, Brazil on a trip overland to New York, N.Y., on July 23, 1927. More than one year later, after successfully negotiating rivers, mountain ranges, trackless deserts and fever infested swamps, the intrepid driver and his battered car triumphantly completed their conquest of the South American continent.

Start From Rio

Starting at Rio de Janeiro, the route followed by Barone led to Montevideo, Uruguay; Buenos Aires and across Argentina to La Paz, Bolivia; over the mountains to Lima, Peru; then north to Guayaquil and Riobamba, Ecuador; Tumaco, Cali and Buenaventura, Colombia, and on across the Isthmus of Panama.

The obstacles encountered by the trail blazers in their trip across the Isthmus were considered trivial compared to many encountered on the trip, yet they had to negotiate a stretch of 23 miles of roadless country.

Roads extend 10 miles inland on the Atlantic side and 17 miles inland on the Pacific side of the Isthmus. The only means of travelling over the remaining 23 miles is by the Panama Railroad. In negotiating the roadless section, Barone piloted his Studebaker as an "extra," running on a regulation "31" Panama Railroad train order. The order, dated at Balboa Heights, August 26, and addressed to Sr. Jose Mario Barone at Gatun, read as follows:

Remarkable Stamina

"Having been granted permission by Mr. S. W. Heald, Superintendent, to continue your journey in your Studebaker automobile from Rio de Janeiro to New York, using the right-of-way of the Panama Railroad, you will proceed under the direction of ex-conductor R. E. Hopkins as pilot. You will, after arrival of Ex 655 north at Gatun, run extra, Gatun to Gamboa. Signed C. W. Northrup, dispatcher."

The trip from Colon to Panama City required approximately 12 hours for the 43 miles, 23 of which were over railroad ties. Barone and his mechanic were accompanied on their trip by R. E. Hopkins, Studebaker-Erskine distributor in Panama, and Walter Zimmerman, Studebaker salesman in Balboa. On arrival in Panama City, the veteran tourer was placed on display in the Studebaker showroom, where it attracted huge crowds. A few days later Barone resumed his trip, expecting to arrive in New York before the end of the year.

The Studebaker Tourer is fitted with the motor and body with which Barone originally started on his history-making trip. Its remarkable stamina is told in a striking manner by the sign, faint but legible, which still appears on one side of the battered body: "Studebaker: It Bends But Does Not Break."

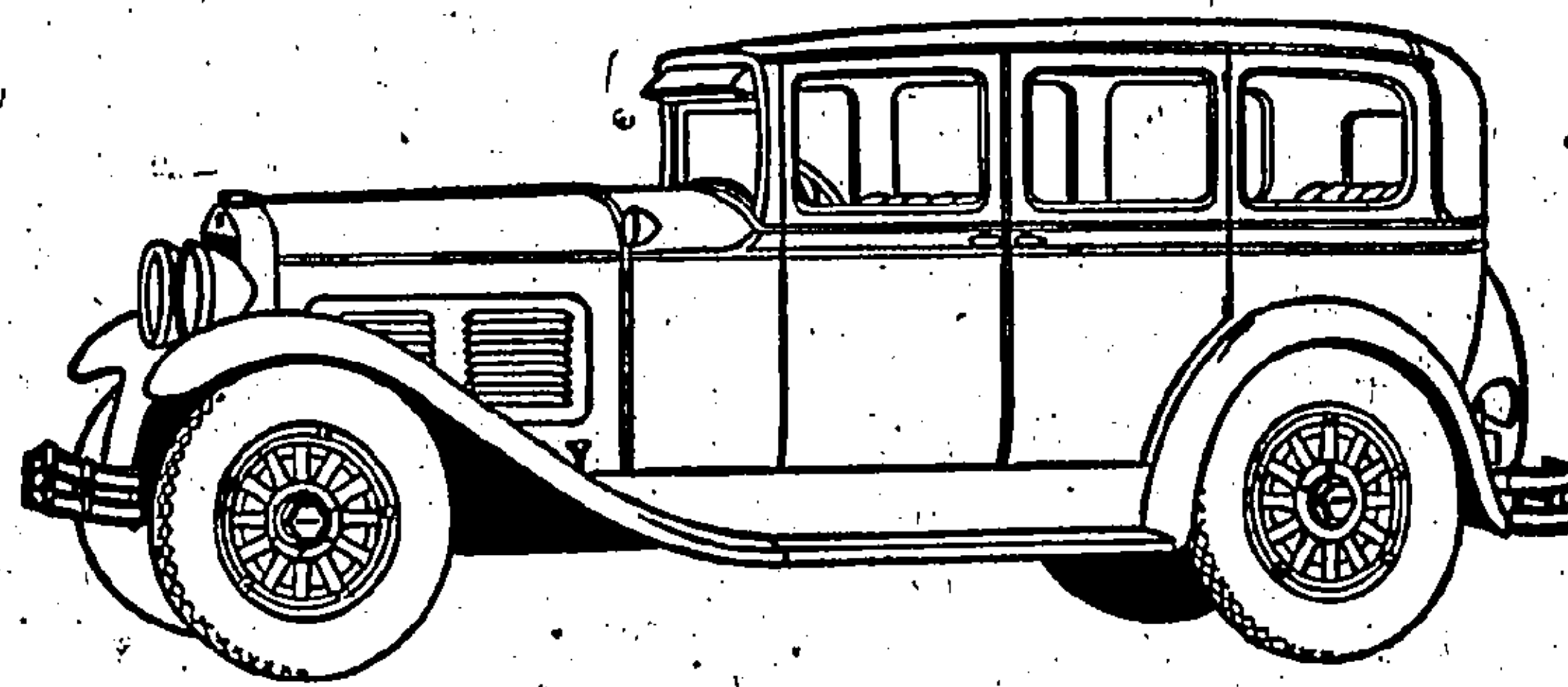
has not been sacrificed. The transmission unit consists of a three-speed gearbox mounted on the front end of the torque tube, the rear axle being of the banjo type which allows the differential and spiral bevel gear to be easily reached.

Springing is by half-elliptics, those at the rear being underlugged. Four wheel brakes of large diameter are fitted; another excellent point being a three-way petrol tap which allows a surplus supply of fuel to be tapped in emergency.

THE DAWN OF SOMETHING FINER

AMONG

SIX CYLINDER MOTOR CARS



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Something that brings to the millions an utterly new understanding of what is power, and what is smoothness and easy handling.

Something that has the distinction, the action, the comfort, the inbuilt quality, and the actual feel of an expensive car.

But something priced for the millions, not for a few brilliant new Sixes that boldly challenge any and all comparisons, in any and all directions.

See these new CHANDLERS. Drive one—that's the only way you'll ever really know how much CHANDLER'S new cars exceed and excel your fondest expectations.

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Office—48, Stanley Street. Tel. C. 244.

NEW STANDARDS

PROGRAMME FOR 1929
OUTPUT

STRENUOUS TESTS

The 1929 programme of the Standard Company shows that while the well-known 9 h.p. car is retained with detail improvements, two altogether new cars are being fitted. One of these is a 9 h.p. car with a longer wheelbase than in the past, and the other is a 15 h.p. six-cylinder.

The new "Nine" is a Saloon known as the Teignmouth. The wheel-base of this is 8 ft. 3 in. (7 in. longer than on the other "Nines"), the increased length contributing to a very attractive appearance and providing even better road holding properties. The body of this car is fitted with a sliding roof and the upholstery is in leather cloth. The bucket front seats are independently adjustable and the general equipment is very complete.

In general, the chassis specification is similar to that of the other Nines, except, of course, for the greater length. At £215, the Teignmouths represent excellent value for money, and which is also the point, they are now coming through the works so that immediate deliveries are available.

A Six-Cylinder Saloon at £325

Saloons are the vogue, and the new 15 h.p. six-cylinder is a Saloon car for which the price of £325 has been fixed. At this figure it is one of the cheapest six-cylinder saloons on the home market. Rumours of the advent of this model have been afloat for several months, but this is only to be expected since it has been undergoing strenuous tests during the past season. From these tests it has emerged successfully and its performance is stated to be extremely satisfactory. The engine dimensions are

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Price from
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Telephone C. 6.

63.5 x 102 mm. cubic capacity being 1,930 c.c., with an annual tax of £15. The crankshaft has seven bearings, and Duralumin connecting rods are used. The pistons are of the split-skirt type, which is claimed, altogether prevents "slap" and seizure. The gear-box is in unit with the engine and provides four speeds and reverse. Central control is adopted.

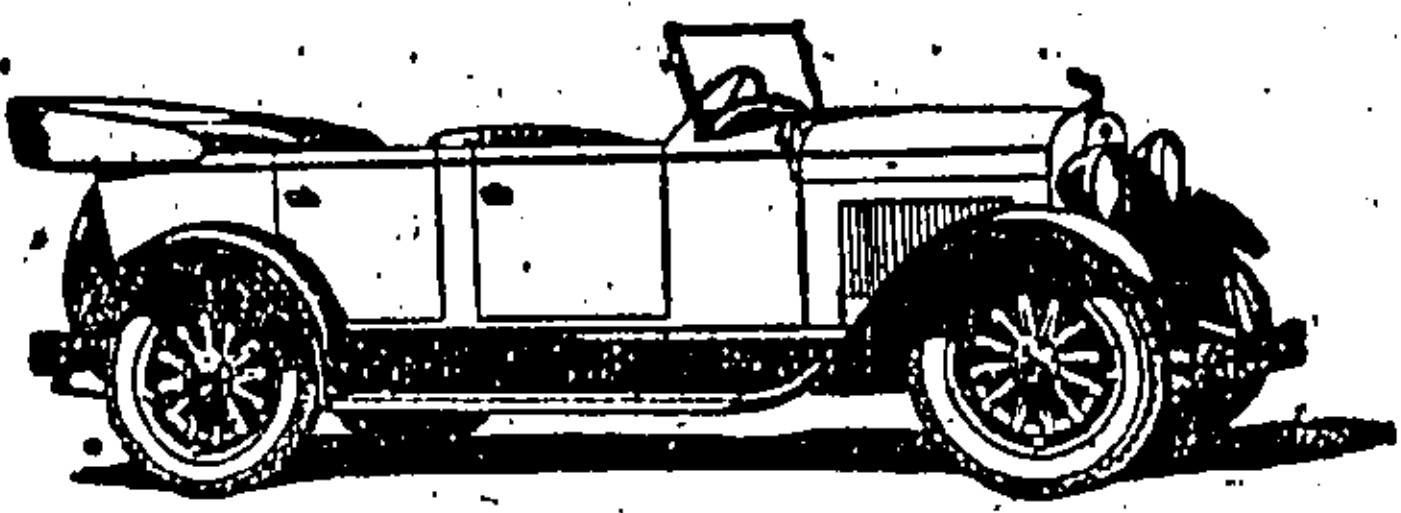
Suspension is by half-elliptic springs of ample size. These springs have shock absorber qualities built in, there being two re-bound leaves on top of the massing.

for leaf. Dunlop 29 x 5 in. tyres are used.

This new 15 h.p. car is known as the Exmouth, and it is certainly one of the most attractive models ever introduced by the famous Coventry factory. It is also being made in a "special" type, with wire wheels, 5 1/2 in. tyres, furniture hide upholstery and other luxuries.

The well-known 9 h.p. Fulham Saloon, much improved in appearance, remains at £135, but for £5 extra this can be obtained with a sliding roof.

ESSEX TOURING



\$2,250

1929 Model

NOW ON VIEW

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SUCCESS

LOW PRICED CAR

It is generally acknowledged that the Triumph Super Seven, which was introduced at the last Olympia Show, was a marked success from the moment of its inception. It was universally received as the "finest small car in the world" by reason of its very advanced design, the excellence of finish down to the smallest details, and because—and this is a great point in its favour—it was a big car in miniature. It is not surprising that at its astonishingly low price it was acclaimed a winner.

As soon as deliveries of the Super Seven commenced its performance on the road was most carefully observed by the public, owners spoke of it with enthusiasm, and reports of its splendid capabilities were spread far and wide. The manufacturers' claims for the car were fully endorsed by experienced motorists, and, in consequence, the demand for the Triumph Super Seven further increased, so that to meet this production was greatly accelerated.

The Triumph Co. have decided very wisely, it must be admitted, not to make any very drastic alterations for 1929, but various modifications have been introduced, largely in respect of bodywork, which, combined with a slight reduction of prices and more complete equipment make the 1929 range of models even better value than ever.

Specifications

The chassis specification of this very interesting little car includes a four cylinder engine of a capacity of 832 c.c. This is fitted with a three-bearing crankshaft, a very unusual feature for so small a car, underslung worm drive, internal expanding, and hydraulically operated four-wheel brakes, semi-elliptic front and quarter elliptic rear springs. The track is 3 ft. 6 in. and wheelbase 6 ft. 9 in.

The quality of the workmanship put into the coach-built saloon is unusual and distinctive, while the value offered is exceptional at the price. This saloon is credited with being the big car in perfect miniature.

Two wide doors, with pocket in each, give easy access, and footwells in the rear compartment provide comfortable accommodation for fully grown ups. The front seats are of the bucket type, the driver's is adjustable and the passenger's seat is arranged to tip. The interior appointments are lavish and the body is cellulose finished in dual colours.

THEY GOT THROUGH

MORE ABOUT KALAHARI
VENTURE

THE SIX WHEELERS

A most interesting sequel to the successful crossing of the hitherto impassable Kalahari Desert by Captain B. Clifford with two Morris-Commercial Six-Wheelers was referred to in a recent issue of "Motor Transport."

"The two Morris-Commercial six-wheelers used were relinquished by Capt. Clifford at the conclusion of the journey, and were taken to Bulawayo, Southern Rhodesia. In mid-July there arrived in South Africa a United States scientific expedition of three professors with two cinematographers, the object being to endeavour to discover whether Central Africa is the cradle of the human race. They party came with two very heavy American trucks, with their weight much increased by needful supplies of food, water, fuel, etc. The intention was to enter the Kalahari from a point some 50 miles further north than the starting point of Capt. Clifford's expedition, go due west 200 miles to the centre of the Kalahari, then north for the 300 miles to Victoria Falls, and so cross into Rhodesia by the railway bridge at that point.

"At Serowe, the jumping-off point, the party was warned by local farmers, who all own cars, that the trip would be impossible with the vehicles employed; the waggon was far too heavy, and creeps-truck or caterpillar types were the only solution. The party persisted, traversed 30 miles of the deep sand, discovered the warnings were accurate, and returned. The railway line was followed, the Rhodesian pioneer road being taken to Bulawayo, north-east from Serowe.

Here the party learned of Capt. Clifford's success, and were shown one of the two Morris-Commercial six-wheelers that had made the journey possible. Mr. Grantham, the Morris-Commercial factory representative, was fortunately in the town at the time, and he willingly gave a demonstration of the vehicle's capabilities, climbing up the giant ant-hills that are a feature of the Rhodesia landscape in some places. The leader of the American expedition quickly decided to take this Morris-Commercial, and leave behind one of the American heavy waggons.

In the course of the negotiations the interesting fact was revealed that during the 60 miles covered, out and back, when attempting the Kalahari sand, fuel consumption of the American waggons was one mile per gallon, compared with the Morris-Commercial of 7 m.p.g."

COMMERCIAL CARS

ACROSS AUSTRALIAN
CONTINENT

OLD GOLD FIELDS

For the first time in history the vast continent of Australia has been circled by goods-type Commercial Motor Vehicles.

This has been accomplished by the now famous MacRobertson Expedition which left Melbourne on April 12 last, and after a 10,000 miles trek through undeveloped country and wild, little-known areas, arrived back at the starting point on September 12, having completed its hazardous journey in five months—exactly in accordance with scheduled time.

It was from a desire to gain from first-hand experience a better knowledge of life and conditions in the little-known areas and also to stimulate interest in the potential wealth lying idle in the great Australian hinterland that the idea of sending a well-equipped motor expedition around the continent was first conceived by Mr. MacRobertson.

They party consisting of 12 members under the command of Mr. W. Dunkerley, who had charge of a previous expedition across Australia in 1925, were conveyed by two Karrier "WOG" type rigid-frame six-wheelers which were selected as being the most suitable type of transport vehicle available for a task of such magnitude, and the route selected was as follows:—Adelaide, Coolgardie, Perth, Darwin, Newcastle Waters, Townsville, Rockhampton, Brisbane and Sydney.

"Breaking In"

The two Karrier vehicles were named "Burke" and "Wills," after the famous explorers who set out on that tragic expedition to cross the continent of Australia in 1861, and their successful achievement is a striking demonstration of the progress of transport facilities within the Commonwealth.

Much of the route had not previously been traversed by motor truck, but during the first stage of the journey which proved valuable for "breaking in" the party, no trouble was encountered, although occasional delays were caused through the trucks becoming logged in loose soil.

At Coolgardie, famous for the gold rush of 1893, the travellers found instead of a rich city, a few forlorn pepper trees where pavements used to be, and many of its buildings like those of a war-wrecked town with only the gaunt skeletons remaining.

At Perth

On reaching Perth, it was found that the expedition had covered 2,350 miles in 23 days, an average of over 100 miles per day, and this despite the fact that the lorries weighed considerably over seven tons each!

As to the vehicles themselves, each as previously stated, is of the Karrier "WOG" type, which incorporates a 30-48 h.p. four-cylinder engine, eight speed gear box, and is mounted on 36 in. by 6 in. single Dunlop tyres all round. The bodies were specially constructed to meet the needs of the expedition. One incorporated a fuel tank in which a reserve 300 gallons of petrol was carried, whilst the other contained a water tank of 80 gallons capacity in addition to compartments for storing oil and grease.

Lorry spares, hauling winches, hose suction pumps, tents, stretchers, mosquito nets, tinned food, and all the various equipment required for a trip of this description were all housed in a wonderful and compact manner, while a dozen rifles proved useful in more than one direction.

British Pioneers

The adaptability and smooth-riding qualities of the two six-wheelers during the whole journey exceeded all expectations, and confirmed the belief previously held by Mr. Dunkerley that so far as Australia was concerned the commercial six-wheeler would prove to be the vehicle of the future.

Full details of this eventful journey would occupy an article of great length, but from these brief particulars one cannot fail to be impressed with the important part that the Rigid-frame Six-wheeler is destined to play in the future and more rapid development of outback areas, which only need the right kind of motor transport to encourage and make possible, settlement on a large scale.

As British Pioneers of the Rigid-frame Six-wheeler, Messrs. Karrier Motors, Ltd., of Huddersfield, England, are to be congratulated on the production of a cross-country vehicle which can average over 500 miles a week continuously for 22 weeks under the worst conditions and in districts so remote that previously no one had the temerity to undertake such a journey.

DANGER OF DAZZLE

NEED FOR TEMPORARY
CONTROL

[By John Prioleau]

Few of the many problems connected with the safe and comfortable driving of our motor-cars have proved so difficult of solution as the counteracting of headlight dazzle. When we used acetylene gas—a form of lighting which many of us sincerely regret, owing to its powerful yet diffused rays—we did not suffer a quarter of the discomfort we feel to-day from even the cheapest and nastiest electric lamp. There were, of course, not tenth nor a hundredth of the same number of cars on the road in those days, but even so, when we were faced with a pair of big lights, labelled, as was the grandiloquent custom, 5,000 or 10,000 candle-power, we were not temporarily blinded as we are now.

It was no doubt the quality of the light itself rather than the degree of its power or penetration which made it so much better a driving light than electricity, but whatever the reason, we are now left, for better or worse, with the latter as an universal illuminant—a fact which has given occupation for all sorts and conditions of interested persons, from Government departments upwards, ever since the war, with, it has to be conceded, extremely meagre results. Devices of every imaginable description have been invented, patented, put on the market, and forgotten. Almost without exception the only ones which have survived have been those which cost more money than the general public want to pay. I believe I have tried every single one of them—or, at all events, of those which have been for sale—except the dipping arrangement which is hardly, in the strictest sense, a dazzle-cure, although, it would go far towards making the roads safer and pleasanter at night.

Special lamp-lenses, special lenses, screens (very expensive these), discs and dimming gadgets have all been tried out on my own cars with varying degrees of failure and success. Sometimes, as in the case of the expensive screens and in the case of one form of lens, the results have been promising enough, but either because the things cost too much to buy or because the makers lacked the necessary capital to make them cheap enough to appeal to everybody now. I found I was experimenting with something which had only a temporary existence and offered no real solution of the problem.

Eye-Protectors

Better results have been achieved with various kinds of eye-protectors, either in the form of shields attached to the windscreen or of special spectacles. I have had experience of a variety of these, and in one or two cases I have found relief from the searing glare of oncoming headlights. Yet these are, from their very nature, by no means infallible. A great deal of their success depends on the distance at which they are fixed from the driver's eyes, in the case of glare-guards, and on the nature of the road, in the case of the spectacles. If the road is winding the driver may very easily be caught "blinded," and once he has looked straight into the "eyes" of headlights the rest of the world is black to him, and its occupants invisible. This question of focusing is, all important, as I discovered the other day when I experimented with a square of metal gauze, rather like fine meat-safe netting. At a distance of thirty inches from my eyes it was only a little better than useless, but held fairly close up it was distinctly successful, not only in quenching the dazzling rays but in enabling one to see the near cyclist of the road (where the unseen cyclist of our nightmares always believed to be), level with the lamps of the oncoming car. Another glare-guard device, however, seems perfectly successful when attached to the screen 30 in. off.

What is needed is something on the lines of the French Code de la Route, a device by which the blinding rays are killed, for the moment of meeting, their place being taken by a sufficient driving light, incorporated compulsorily in the lighting of every car. Nothing, as applied to the lamps themselves, can ever be regarded as a solution unless its universal adoption is enforced.

The Crux of The Problem

That, in fact, is the crux of the whole situation. Within reasonable limits it does not matter what form of dazzle-diminution is adopted, provided that it is universally employed. Even "black-out," switching off the driving lights—a practice greatly to be condemned in existing conditions—may serve as a temporary solution, if everybody does it. I do not believe in it myself, because the sudden change from blinding light to inky darkness means that, for safety's sake, you must reduce your speed to a crawl, or even stop—as so many of us do now. Yet if we all "black-out," without exception, I have no doubt English roads would be a deal safer on Saturday and Sunday nights than they are now.

For obvious reasons the problem has never been so serious as now, and will get worse month after month. It is torture to drive along any main road within forty miles of London or in the neighbourhood of any big towns, for at least five hours after sunset, and when the several thousand fresh cars belonging to the 1929 class of owners are added to the traffic, our roads after nightfall are likely to be among the most dangerous in the world. It is a matter of the gravest urgency that the use of high-powered lamps should be placed, temporarily, under official control. I say temporarily advisedly. It would be calamitous if the responsible authorities were given powers to limit illumination, but I feel sure it would hasten the solution of the problem if some temporary compromise were reached.

As an example of what I mean, I should be glad to know that for a definite period only, say one year, no car could be licensed unless it were provided with means for either dipping or dimming its headlights. Neither of these attacks the trouble from the right angle, but while experts were engaged in the search for the ideal system, the rest of us would, at a slight extra cost, drive in comfort and comparative safety. The Observer.

HIS 23 MOTOR-BIKE

Buying an 8-year-old motor-cycle for £3, Charles Henry Beeson, of Shoreham-street, Catford, set out for his first ride on it.

Supported by crutches, he told the story of the ride when he was charged at Greenwich Police Court with driving in a manner dangerous to the public. He said:

"When I got on the bicycle it would not start. I got wild with it. 'Suddenly it started, and I went with it. It was a wonder I did not kill several people. I put the brake on, but the cable broke. I tried to get off, but if I had I would have killed myself.'

"Then I tried to turn off the patrol but at that moment a motor-cycle combination came in view, and I could not help smashing into it. 'I was practically ruined for

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PERFORMANCE

Snap—and you are away in front of traffic. When the road opens up the speedometer mounts with pleasing ease. Mile after mile you roll along—relaxed, care-free, facing the hills and sands, confident in your knowledge that the reserve power of your Oldsmobile will surmount them all.

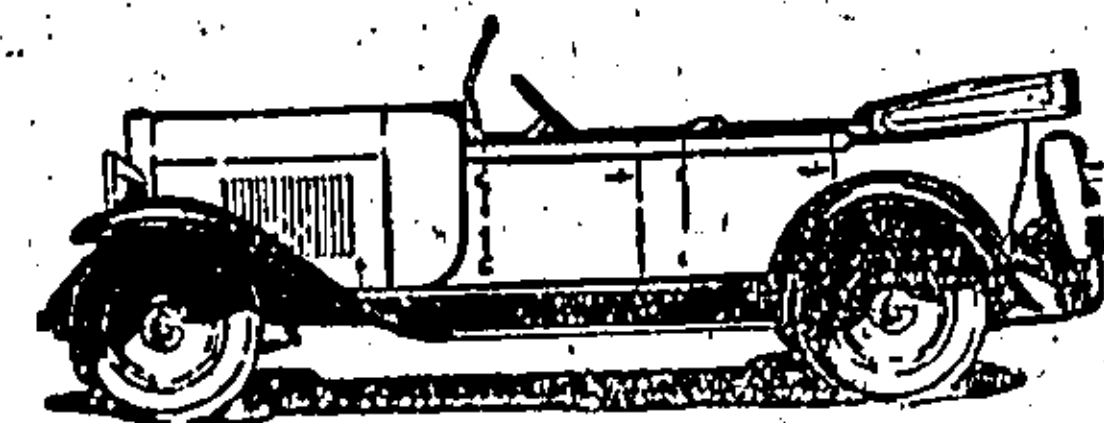
Body lines that reveal a scientific understanding of proper proportion—interiors whose appointments express exacting taste—things that you naturally expect of fine cars. Oldsmobile Six gives you all these—at a price within the range of millions.

Touring MS2,500.00
Roadster MS2,500.00
Sedan (2-door) MS2,600.00
Sedan (4-door) MS2,800.00

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



A FINE CAR OF LOW PRICE

TRIUMPH RANGE

A MACHINE FOR LADY
CYCLISTS

SADDLE TANKS

One of the five new models which the Triumph Co. are introducing for next year is another 2.77 h.p. machine with welded steel saddle tank and separate oil tank. There is mechanical lubrication with auxiliary foot pump, and the design of the frame provides a specially low riding position which will appeal particularly to the lady rider. Internal expanding brakes are fitted to both front and rear wheels, while friction discs are incorporated in the construction of the front forks.

To anyone desiring a really good lightweight with plenty of power the new Triumph 2.77 h.p. model can be recommended with confidence. It will be recalled that recently a similar machine created quite a stir in Australia by covering the 568 gruelling miles between Melbourne and Sydney in the remarkable time of 16 hours 31 minutes, or in other words heating the scheduled time of the Interstate Express by 52 minutes.

In addition to a new nippy lightweight machine, there will be marketed a 5.49 h.p. side valve model, which by reason of its sturdy dependability and powerful engine will make an ideal sidecar mount for the family man. Incorporated in this model is a semi-dry sump system of lubrication with integral spur gear delivery and scavenging oil pumps, oil feed indicator and regulator with by-pass, to cam gears. It is a system which ensures a constant supply of cool clean oil to the engine, the necessity of which cannot be overstressed. Independent cam gears are embodied in the fitting of a decompressor ensures easy starting.

The third new side-valve Triumph has a bore and stroke of 80 x 99 mm. giving a cylinder capacity of 497.5 c.c. There is semi-dry sump lubrication also to this model. And the general design includes the new Triumph rear spring-up stand with anti-rattle device.

life in the collision, and look at me now—walking on crutches."

In view of Beeson's injuries and his position in life the magistrate imposed a nominal fine of 5s. and suspended Beeson's driving licence for three years.

PONTIAC FEATURE

A NEW COOLING
SYSTEM

GREATER EFFICIENCY

Through the introduction of an entirely new principle of radiation the Oakland Motor Car Co. has again been first to introduce a development of major importance to the motorist.

The "cross flow" radiator, one of the features of the new series Pontiac Six, is the latest achievement of the pioneering activities that have given Duco, four wheel brakes, the fuel pump and many other now widely accepted major improvements to the motoring public.

The principle of condensation, which has long been known, has been used to decided advantage in many other fields of mechanical endeavour but up to the introduction of this new type radiator has never been applied to the automobile.

From the standpoint of construction as compared to the old type radiator its operation allows a design of much greater rigidity. The core is surrounded by three tanks, one at either side and one at the top. Thus the tubes are braced on three sides as compared to two on the old type.

Water is introduced into the tank at the top and flows from there into the cool water tank at one side. From there it passes into the engine. After passing through the engine it is returned to the tank at the other side of the radiator and then flows horizontally through 334 inches of radiator core cooling surface where it is cooled and returned to the cool water tank.

The primary advantage of this new design lies in the fact that any water or anti-freeze mixture which may become vapourised while passing through the engine is cooled and condensed before it reaches the outlet vent and remains in the cooling system, therefore, as a liquid. In the vertical (old) type radiator this vapour would pass out of the overflow vent and be lost to the system. This is of especial value during cold weather when alcohol, or some other equally expensive anti-freeze solution, is used—or in warm weather when much damage can be caused by the loss of water.

A Tram Experiment

A novel form of tram, containing a restaurant, will shortly make its appearance in the streets of Düsseldorf, Germany.

MORRIS

COMMERCIAL CARS

LIST OF LOCAL OWNERS.

Asiatic Petroleum Co. 1—Type 25 30 cwt. Tank Truck
Canton Government 10—Six Wheeler 30 cwt. Transport
Cheung Mei Bus Co. 1—Six Wheeler 18 pas. Bus
Cheung Mei Bus Co. 4—Type 25 16 pas. Buses
China Motor Bus Co. 2—Type 25 16 pas. Buses
Dodwell & Co., Ltd. 1—One ton Open Body Truck
Kowloon Motor Bus Co. 2—Type 25 16 pas. Buses
Nam Hing Motor Bus Co. 2—Type 25 16 pas. Buses
Nam Hing Motor Bus Co. 1—One ton 12 pas. Bus
"Nestle Chocolate" 1—One ton Panel Truck
Ruttonjee & Son, Ltd. 1—Type 25 30 cwt. Open Body Truck
Sincere Co. 2—Type 25 30 cwt. Trucks

1 TON MORRIS 13.9 H.P. 10' 2" W.B.

Chassis completely equipped with 32" x 5" tyres	£235
Lorry complete with Cab and drop sides	295
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	435
Char-a-banc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575

30 CWT. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis 25 with 32" x 4 1/4" tyres, dual rear, F.W.B.	£320
Chassis 26 complete with 32" x 6" tyres and F.W.B.	355
Type 25 Standard Lorry complete with Cab	390
Type 26 Standard Lorry complete with Cab	420
Type 25 Char-a-banc for 18 passengers	620
Type 26 Char-a-banc for 18 passengers	650
Type 25 Special Saloon Bus	670
Type 26 Special Saloon Bus	700

30 CWT. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/4" tyres	£598
Chassis with War Dept. type Body	625

2 TON 6-WHEELER 15.9 H.P. 12' W.B.

Chassis only equipped with 32" x 4 1/4" tyres	£555
Chassis with War Dept. type Body	645

FULL PARTICULARS AND PRICES OF SPECIAL BODIES AND EQUIPMENT ON APPLICATION.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

THE PRICE WAR

ONE FIRM IS NOT
ENTERING

A BIG PROGRAMME

The most noticeable thing about the Singer 1929 programme is that the manufacturers have decided not to enter into the price-war which is alleged to be raging between some concerns. In fact, as Mr. W. E. Bullock, the Managing Director, said at a recent agents' meeting, they have aimed at improving the breed rather than at reducing the price. He pointed out, also, that the extra foot of wheel-base in the Singer Junior (the Junior is 7 ft. 6 in. against the 6 ft. 6 in. and less of certain other light cars) just provided that extra room which makes all the difference.

In the cases of the Junior 2-seater and saloon, the prices have been reduced £5, these cars now costing £135 and £160 respectively at home. There is no change in the cost of two other models, but the majority show a slight increase. This is due to the all-round improvements which have been effected as regards both chassis and bodywork.

One of the most interesting of the body improvements is in respect of the Sunshine Saloons of all three models—Junior, Senior and Six. This new body can be opened or closed at will, whilst the car is actually in motion. The hood, or head, runs in channels and all that is necessary to do is to turn a handle to raise or lower it. This

handle is situated at the right hand of the driver's seat and can be operated without a reduction of the car's speed.

Newton Absorbers
Amongst the Junior's chassis improvements may be numbered the use of Newton shock absorbers front and rear, a one-piece propeller shaft with fabric discs, aluminium pistons and semi-elliptic rear springs. The engine is of the overhead camshaft type, the capacity being 848 c.c. It has a rating of 7.78 h.p., so that the tax is £8 only.

The actual models are the 2-seater at £135, the four-seater at £140, the Saloon at £160, and the Sunshine Saloon at £175. There is also an altogether new 2-seater sports model, which sells at £140. This has a boat-shaped body of very attractive appearance and is equipped with wire wheels. It is considerably faster than the standard 2-seater, having a higher compression ratio, higher gears, etc.

Improvements, again, are seen on all the Senior models. The 2-seater Drop-head Coupe has a new type of body; the four-seater tourer is also of more attractive appearance, whilst the Saloon has wider doors and other refinements. All the Seniors have Triplex glass wind-screens, head-lamps mounted on a cross member, illuminated switch-board, walnut cappings, improved clutch and propeller shaft, and magneto-ignition.

Engine Redesigned
Marlex steering, and Dewandre-Servo-assisted brakes are used as in the past. The actual models and

RECORD BROKEN

ACROSS AUSTRALIAN
COUNTRY

SENSATIONAL RUN

Another Australian cross-country record—the eighth in eight months—was shattered by The Studebaker Commander in a sensational run between Sydney and Bourke in November, according to cable advice received by The Studebaker Corporation of America. The new mark was set by Norman "Wizard" Smith, veteran driver, in the same stock Commander Roadster with which he shattered three and established four new Australian trans-continental records in April.

The Sydney-Bourke run, a distance of 512 miles, was covered by The Commander in 10 hours and 48 minutes, at an average speed of 46.6 m.p.h. The new time lowered the previous record by 1 hour and 17 minutes. The trip was made under extremely adverse conditions, which included heavy head winds and a temperature of 103 degrees.

Without Equal

The new record follows a series of Studebaker speed and endurance achievements without equal in Australia. Australian records won by Smith and The Commander from March 15 to November 2, 1928, include every period record from 1 to 24 hours; every distance record from 100 to 1,700 miles; seven cross-country records; and the Sydney-Bourke record. In August, Smith set three new records for the course and a new speed mark for American cars in an observed test run over the 108-mile course of "The Daily Guardian," one of the leading newspapers of Sydney.

In addition to the Australian speed and endurance achievements, from October 6, 1927 to August 9, 1928, Studebaker and Erskine cars have won and now hold 5 official world records, and 114 official American records.

ROAD TRANSPORT

THE MOST RECENT
DEVELOPMENTS

With the great increase in the volume of road transport, the requirements which the vehicles themselves have to satisfy become more and more exacting. From the point of view of the passengers, speed, comfort and reliability are essentials, while at the same time it is necessary to consider pedestrians and residents on the vehicle routes by eliminating noise and noxious fumes as far as possible.

The petrol bus satisfies the demands of the passengers, but the fumes from the exhaust, and the noise, particularly in starting and when ascending gradients in gear, and especially when, as time goes on, the gears become worn, are decided disadvantages.

In the case of tramways, passenger comfort is exceedingly difficult to obtain owing to jolting, which cannot be avoided (especially when passing over points and crossings and over worn rail joints). As is well known, also, to anyone whose residence is on a tramcar route, the noise made by the cars, always annoying, can be nerve-racking in the vicinity of a sharp corner. Another great disadvantage in the case of the tramcar is the very expensive special track which is required, and, following from this, the fact that the breakdown of one car may easily dislocate the service throughout an entire route.

The electric trolley bus, for town and suburban work, solves all the problems. There are no objectionable fumes, and noise is reduced to a minimum. The speed is ample for all requirements, and this, combined with the exceptionally high rate of acceleration—a feature of great importance for town work where stops are necessarily frequent—enables the trolley bus to give a more speedy service than any other type of passenger road vehicle.

prices are as follows: 4/5-seater tourer, £230; Coupe, £240; Saloon, £250; Sunshine Saloon, £270. The engine capacity is 1,571 c.c. and the annual tax £12. It is probable that the Senior Saloon, at £260, will prove to be the most popular of the Singer range.

The engine of the Six has been altogether redesigned and is now of the seven-bearing crankshaft type. Its bore has been increased from 63 to 65.5 mm., thus raising the capacity from 1,776 to 1,920 c.c.

Improvements have been effected throughout the chassis and bodywork. The most outstanding of these is the use of Luxar central or position, and traffic diverted to an "one-shot" lubrication. For the other road, until the broken down vehicle was removed.

Again, a member, about to start for a tour, discovered that his route provided by the A.A. had been in other important point is that Triplex glass is used all round. The Coupe and 4/5-seater cost £280 each, as in the past, whilst the Saloon and Sunshine Saloons are listed at £350.

NEW AERO ENGINE

DEMONSTRATION AT AIR
PAGEANT

OFFICIAL ORDERS.

At the recent Hendon Air Pageant there was demonstrated for the first time in public the new Rolls-Royce "F" Aero Engine. This engine is remarkable in two respects. In the first place it uses less petrol than any other standard aero engine, the fuel consumption at normal power and speed being 80 gallons per hour. The second point is a reduced frontal area which allows of better streamlining of the fuselage and consequently a greater speed for power. It is estimated that the use of the new engine will enable a bomber to be constructed which at an elevation of 15,000 ft. will be 30 m.p.h. faster than any existing R.A.F. single seater fighter. It marks a departure from previous British practice in that the two sets of six-cylinders are cast in monobloc form, thus eliminating the problems inseparable from welded water jackets and individual cylinders. It thus gives a much more rigid engine, the blocks becoming a girder to the crank-case.

The engine is now in full production and orders for a considerable number have been placed by the Air Ministry. Some of these engines are required to replace those of American manufacture which were imported some time ago, while others are to be installed in the present time secret type. It is expected that some of the latter will give performance of the most striking nature. When it becomes possible to give details of the advance in performance made possible by the production of the Rolls-Royce latest type of aero engine, we believe the figures will be found to be remarkable.

FOR ADVERTISING

CANADIAN RAILWAYS IN
BRITAIN

In these days the aim of every advertiser is to bring to the notice of the public the full merits or advantages that his goods give.

Dealing with advertisements concerning motor transport vehicles, they are more or less on a par. They expatiate generally on speed, carrying capacity, running efficiency and petrol consumption.

To the majority of transport concerns these attributes are sufficient for their particular work, but when it comes to the, what may be termed, travelling propagandist, many more advantages are required of a vehicle; something unique, a vehicle out of the ordinary. In addition to power for propelling and hauling, power is required for lighting exhibits and operating a cinema projector, etc.

Such a vehicle as this, the well-known Petrol-Electric manufactured by Tilling-Stevens Motors, Ltd., of Maidstone, is interesting to note, is in operation by the Canadian Pacific Railway Co., in Britain. This vehicle is used in connection with advertising the resources and opportunities of Canada.

Briefly, the vehicle is equipped to display samples of Canadian agricultural produce and a number of photographic enlargements of Canadian scenes, and carries a complete cinematograph projecting apparatus.

The current from the chassis dynamo is used to illuminate the exhibits by 148 100-volt electric bulbs, in addition to the cinema projector. The projector can be used simultaneously with the illuminating lamps.

Surely this is a vehicle with unique advantages, and a proposition that should appeal to many.

HELPING TOURISTS

WORK OF BRITISH
A.A.

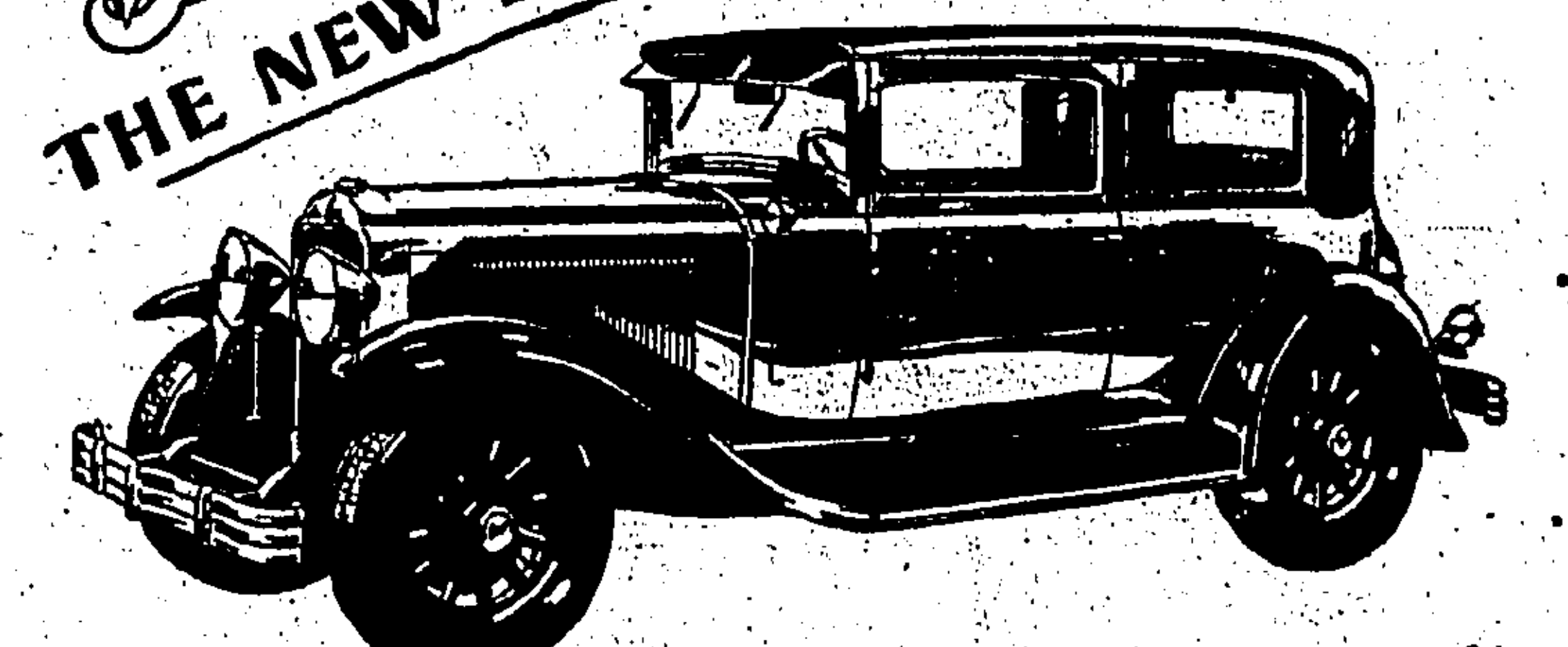
The British Automobile Association has been able to render somewhat unusual services to touring members recently. Following road accidents the night emergency service has, after receiving particulars telegraphed reassuring news to relatives, thereby minimising worry and anxiety. In one case a member touring in Wales was found within two hours, and asked to return home immediately.

A road much used by tourists was blocked by a large lorry following the collapse of a wheel. The accident occurred after dark, but A.A. patrols took charge of the situation until early morning. Warning signs were placed in suitable positions, and traffic diverted to an "one-shot" lubrication. For the other road, until the broken down vehicle was removed.

Again, a member, about to start for a tour, discovered that his route provided by the A.A. had been in other important point is that Triplex glass is used all round. The Coupe and 4/5-seater cost £280 each, as in the past, whilst the Saloon and Sunshine Saloons are listed at £350.



THE NEW BUICK IS THE new style



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KALAHARI DESERT

A BRITISH EXPLORATION
EXPEDITION

FIRST WHITE MEN

Another page has to be added to the annals of African exploration, a British expedition having accomplished the crossing of the hitherto impassable Kalahari Desert with the aid of two Morris-Commercial Six-Wheeled vehicles.

They are the first white men to cross this vast uncharted region, a previous party equipped with American vehicles having failed in the attempt.

The expedition left Mafeking, and proceeded to Mahalapye, Bechuanaland, which lies on the fringe of the Desert, from whence it struck westward right across the Kalahari to Ghanzi, a distance of 400 miles, after which it left for Livingstone via Maun, a further distance of 600 miles, this additional trip taking nine days. The actual crossing of the desert was accomplished in 12 days, whereas the members of the expedition anticipated being out off from civilization for a month or more.

The area traversed consisted of sandy wastes alternated with vast stretches of primeval bush, mainly of a thorny variety, and during the whole of the journey no water was found.

Beyond the daily series of punctures and the tearing of the fan belt by the bush eloquent in themselves of the nature of the going, no mechanical trouble was encountered. The machines behaved splendidly throughout and, despite the terrific heat, no boiling occurred, a matter of considerable importance when it is remembered the whole supply of water has to be carried.

Main Objects

The main objects of the expedition were to explore the possibilities of opening up a trade route across the desert in order to bring the habitable land situated on its north-west edge into closer touch with the railway and business centres of Bechuanaland.

Thanks to the mechanical aid employed, this object has been found possible to achieve with the consequent early development of a further huge tract of rich country. Just a word about the vehicles, without which the journey would have been impracticable. These were two ordinary standard productions of the famous Morris Commercial Cars, Ltd., Soho, Birmingham, being of the type known as Rigid Six-wheelers, a type which has already won its spurs by fulfilling the exacting tests demanded by the British War Office who

"PARTS"

ENGLISH GIPSIES IN THE
"JUNK" TRADE

VERY LOW PRICES

The English retail trader at this season of the year has his show-rooms full of second-hand cars, says a Home writer, which he has taken back from old customers on receiving their order for new 1929 models, to be delivered in the spring. This class of purchaser usually only takes out a car licence from April 1 to Sept. 30. At the latter date he makes his bargain with the motor-dealer to allow him so much for the exchange value of old car in part payment for the new one. These are the motorists who usually upset statistical records, so that official returns show a greater number of cars registered on Aug. 31 in any one year than on Dec. 31 of the same year. That never happens in regard to the commercial motor, whose registration figures steadily rise quarter by quarter. At the same time, the retailers, having a large number of secondhand one-year-old cars—actually only six months in use—can offer to the public excellent vehicles at moderate prices, if they will buy now, so as to make room for the newer models.

In certain parts of the United States the dealers in cars pay into a pool to provide for the breaking-up of the oldest cars in order to take them "out of circulation." Just as there are house-breakers so there are "junk-car" dealers in the States. They pledge on purchasing a car to break it up and only to sell the parts after disassembling. In England the gipsies seem to have adopted the "junk" trade, as those who visit weekly markets in country towns can see by the outspread blanket in the market-place, on which repose sundry multi-production car parts for sale at very low prices.

In addition to other Crown Departments, have placed orders for large numbers.

Had American machines been successfully used in this enterprise, their newspapers would have trumpeted the news into all quarters of the globe and, whilst self-praise is not a British characteristic, it is essential the Overseas Empire should know that the Home Country is capable of producing a vehicle which can surmount all natural obstacles, be they hill, sand, beach, or swamp.

A minute's quiet reflection will emphasise the importance of this class of transport to a country where roads are few and far between, and where transport is a necessity vital to its development.

BRITISH CYCLE

RACING SUCCESS FOR THE
YEAR

IMPOSING LIST

It is interesting to review the various British successes which have been achieved in recent important British and Continental motor cycle events. Reference must particularly be made to the fine performance of P. Hunt, riding a Sunbeam, in the Manx Amateur T.T. Races on September 6, 1928, at an average speed of 67.94 m.p.h. In the last lap he actually reached a speed of 71.05 m.p.h.—the fastest speed at which the circuit has ever been made—either amateur or professional. This performance shows astonishingly good results which can be obtained by the use of a British motor cycle by an amateur rider and speaks volumes for the efficiency of design and excellence of workmanship.

The quality and efficiency of British machines has throughout the year carried their riders to the forefront of all the important events, and this statement is borne out by the following list of successes:

Hungarian T.T., May 20:—
500 c.c.—1st and 3rd.
350 c.c.—1st, 2nd and 3rd.
250 c.c.—1st and 3rd.
175 c.c.—2nd and 3rd.
French Grand Prix, June 30:—
500 c.c.—1st and 2nd.
250 c.c.—1st and 2nd.
Dutch T.T., June 23:—
500 c.c.—1st and 2nd.
350 c.c.—1st and 3rd.
250 c.c.—1st and 3rd.
175 c.c.—1st.

In the German Grand Prix, July 8, victories were registered for British machine in the 500 c.c., 350 c.c., 250 and 175 c.c.

Similar successes were experienced in the Belgian Grand Prix, Austrian T.T., Czechoslovakian Grand, and the A.C.U. T.T.

Reviewing the whole, it will be seen that Britain has scored a success in every important sphere of road racing in Europe, and it may safely be said that Britain leads the world for a reliable, fast and dependable machine.

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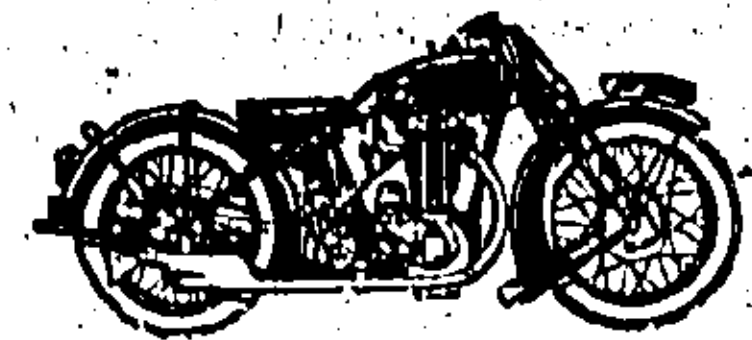


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"AUTOLYCHUS" 8th Feb. New York, Boston & Baltimore

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"ATREUS" Due 23rd Dec. For Shanghai, Kobe & Yokohama
"THESEUS" Due 30th Dec.

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"AENEAS" 22nd Jan. Singapore, Marseilles & London
"SARPEDON" 20th Feb. Singapore, Marseilles & London

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POST OFFICE NOTICE.

It is hereby notified that telegrams conveying New Year Greetings to the United States & Canada will be accepted until 2nd January, 1929, at special reduced rates; for particulars apply to the Radio Office, P. & O. Buildings.

INWARD MAILS.

From	THURSDAY, DECEMBER 27.
Japan, Shanghai and Europe via Siberia (London, 3rd-6th Dec.)	Nagato Maru
FRIDAY, DECEMBER 28.	
Japan and Shanghai	Katori Maru
SATURDAY, DECEMBER 29.	
U.S.A., Honolulu, Japan, Shanghai & Europe via Siberia (London, 7th & 8th Dec.)	President Wilson
SUNDAY, DECEMBER 30.	
Europe via Negapatnam (Letters and papers London, 29th Nov.)	Kumsang
MONDAY, DECEMBER 31.	
U.S.A., Honolulu, Japan and Shanghai	President Taft
TUESDAY, JANUARY 1, 1929.	President Jackson
Japan and Shanghai	Chenonceaux

OUTWARD MAILS.

For	THURSDAY, DECEMBER 27.	Per
Saigon	Prominent	8.30 p.m.
Sam Shui and Wuchow	Kochow	4 p.m.
FRIDAY, DECEMBER 28.		
Shanghai and Europe via Siberia	Chekiang	1.30 p.m.
Manila, Australia, and New Zealand via Thursday Island—due Thursday Island, 12th Jan., 1929. Parcels Noon, Registration 1.45 p.m. Letters 2.30 p.m.		
Swatow, Amoy and Foochow	St. Albans	2 p.m.
Straits, Ceylon, India, Mauritius, C. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 27th Jan., 1929. K.P.O. Registration (Dec. 28) 4.30 p.m. Letters (Dec. 29) 9 a.m. G.P.O. Registration (Dec. 29) 8.45 a.m. Letters (Dec. 29) 9.30 a.m.	Katori Maru	
SATURDAY, DECEMBER 29.		
Holhow and Halphong	Tean	8.30 a.m.
Saigon and South Africa	Manila Maru	10 a.m.
Wai Hai Wei	Chipsing	10.30 a.m.
Swatow	Hopsang	2.30 p.m.
Manila	President Wilson	5 p.m.
Amoy	Kumsang	5 p.m.
Bangkok via Swatow	Kwangchow	5 p.m.
SUNDAY, DECEMBER 30.		
Swatow, Amoy and Formosa	Hozan Maru	9 a.m.
MONDAY, DECEMBER 31.		
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco—due San Francisco, 23rd Jan., 1929 and Europe via Siberia. Parcels (Dec. 31) 5 p.m. Registration (Jan. 1, 1929) 9.45 a.m. Letters (Jan. 1, 1929) 10.30 a.m.	President Jackson	

*Correspondence bearing vessel's name only.

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THE INTERNATIONAL LOAN OFFERED TO DISPUTE

ARBITRATION

PAN-AMERICAN CONFERENCE MOVES SUCCESSFULLY

PARAGUAY'S ATTITUDE

Asuncion, Yesterday. The Government having accepted arbitration, has decided to demobilise the reserves who were called to the colours.

Washington, Yesterday. The protocol of conciliation, adopted by the Pan-American Arbitration Conference Committee, which has been submitted to Bolivia and Paraguay for approval, proposes the creation of a panel of nine judges to determine the causes and responsibilities in connection with the dispute.

Two members of the panel will be appointed by each disputant and the remaining five by arbitration.

The Conference panel will be allowed at least six months to study the controversy and suggest an amicable means of solution.

It will deal only with the immediate causes of the present dispute and will not touch upon the larger problem of boundary relations.

—Reuter's American Service.

HARBIN TRAMS

BOYCOTTED BY THE PUBLIC

DISGRACEFUL CONDUCT

Harbin.—The disgraceful manner in which the tram conductors have been treating the public who use the tram service reached the limit when about half a dozen tram servants beat a young Russian so severely that he had to be taken to the hospital. The young man had done nothing more than intervene between a lady passenger and a conductor who was insulting her.

The European population of Harbin determined to show proof of their disgust at the treatment of passengers and as the tramways company refused to listen to the European side of the question it was decided to boycott the trams. Every telephone subscriber was rung up, some unknown person telling him not to use the trams for three days, 9, 10 and 11. Students of the large schools carried the news round and notices were posted in the railway offices. Further, boys and girls stood at the stopping places and warned Europeans not to travel by tram. The result was that on December 9 not one single European could be seen in a tramcar and the company receipts fell \$1,000 a day. Further the organizers decided to demand the discharge of those conductors who attacked passengers and finding that the boycott had been successful, added another day to the boycott.

The tramway company are publishing statements in the press every day that they will take all measures to stop such conduct on the part of their servants.

'VARSITY MEN'S FILM

DESPERATE TRY FOR 'THE LOST PATROL'

Cambridge.—Undergraduates of Cambridge University acted for a film recently.

Mr. Walter Summers, the director of 'The Lost Patrol,' wanted a picture of a 'desperate try' and the Christ College Rugby XV helped him to obtain it.

When, after half an hour, it had been scored to Mr. Summers' satisfaction, the professional actor among the group of amateurs was limping from the 'realism' imparted to the scene.

Mr. Arthur Wood, who acted the flying three-quarter, was formerly a member of the Rugby XV at Christ's College. He takes the part of a university graduate in 'The Lost Patrol.' Many of the scenes in the film have been taken in the Sahara, but each of the twelve men characters is to be introduced in his home environment, and it was for this purpose that the picture of Mr. Wood playing Rugby was taken.

A 'frankfurter,' John Griffin, employed by Lady Barber, of Culham Court, near Honey, Oxfordshire, has been found dead under a fence with a gunshot wound, believed to have been caused accidentally.

YUGO-SLAVIA

BY DUTCH BANK

BELGRADE MAY ALSO TAKE ADVANTAGE

FOR MUNICIPAL WORKS

Belgrade, Yesterday.

It is reported that the Yugo-Slav Minister of Finance has received, through the Foreign Minister, a statement to the effect that an important banking concern in Amsterdam is prepared to offer a loan of 65,625,000 Dutch florins. The conditions have not yet been decided upon.

The same bank has offered the Municipality of Belgrade a loan for municipal works.—Reuter.

UNHAPPY FELLOWS

THE TRUTH NOW TOLD ABOUT BACHELORS

Mr. J. F. Roxburgh, head master of Stowe School, gave five rules for life to the girls of St. Monica's School, Tadworth, Surrey.

"I expect some of you wonder why the head mistress asked a bachelor to give away the prizes," he said. "The reason is obvious. A bachelor is the expert of the other sex. A woman really knows very little of women. She is in a wood, and she cannot see the wood for the trees. A married man cannot see the wood for one tree but the man who has an uninterrupted view and can see the sex as a whole is a bachelor."

But the bachelor is a very unhappy fellow as a rule, and that is a fact which some of you might remember later on."

Mr. Roxburgh then advised the girls to try to practise the following rules:—(1) Practise liking other people. They really are rather nice, most of them," he said. "Hatred and contempt are the enemies of life. (2) Practise the art of thinking for yourselves. I would suggest that one of the ways of living a useful and helpful sort of life and having a good time is to practise the art of disagreeing with other people, politely, of course. (3) Practise getting your scale of values right. The reason why some people smoke fifty cigarettes a day is because they value the pleasure of cigarettes rather than a healthy and long life. (4) Practise looking for happiness instead of looking for pleasure. Pleasure is like a sprained ankle—you have it all to yourself, but happiness is like measles you cannot have it without giving it to someone else. (5) Practise enthusiasm. Get enthusiastic over at least one subject but not over every subject, because you will only bore people."

"If you practise these five rules," concluded Mr. Roxburgh, "you may become the master of the central art of all the arts, the art of life."

COL. G. R. RICE

Shanghai, Dec. 18. Colonel G. R. Rice, O.B.E., Financial Adviser to Shaforce, who has been transferred to York, leaves to-day for Singapore, where he will remain until the Scots Guards arrive en route Home from Shanghai, when he will proceed to England with them. On Sunday afternoon Col. Rice bade farewell to about three hundred young people who have been attending "The Hut" at 95 Yu Yuen-road, on Sunday afternoon. The hut was packed when two of the children presented Col. Rice with a Chinese silver tea-set in token of their love and esteem. Earlier in the day the congregation at the Free Christian Church presented Col. Rice with a copy of "Shanghai To-day" and "Last evening, at a reception given by Mrs. Burton Sayer, he was asked to accept a handsome piece of blackwood for his home in England. During the past week Col. Rice was the guest of the officers of Shaforce at a farewell function.

Nearly £6,800 was realised at Sotheby's rooms for Sir C. Hercules Read's collection of Indian and Persian drawings, including £360 for a painting of the Court of Shah Abbas, 1588-1629.

Alderman S. S. Campion, of Northampton, who is 82 and the father of Mr. Bernard Campion, K.C., the London magistrate, was married in London recently to Miss Nellie Cooper, of Northampton.

GUILLOTINE FOR 3 WOMEN?

QUERY IN PARIS

POPULAR FEELING AGAINST CHILD MURDERESSES

MONSTROUS CRIMES

Paris.—Will the three women who lie under sentence of death for murder, passed on them by the Seine Assizes, be guillotined?

That question is being asked everywhere in Paris.

They are Josepha Kures, a young Serbian woman who murdered a little girl in the Bois de Boulogne; Anne Marie David, a middle-aged woman who choked a neighbour's infant girl who had been left in her charge; and Mme. Vabre, aged 40, who killed her stepson, a lad of 15.

The three women await their fate at the women's prison of St. Lazare. The woman Vabre is in Cell 13, where Mata Hari, the beautiful spy, was detained during the war until she faced a firing party at Vincennes. The other two women have been placed in Cell 11.

The fact that Parisian jurymen, who are generally regarded as inclined to clemency, have sentenced all three women without a recommendation to mercy is regarded as significant of the popular feeling towards the murderesses.

The question is asked whether, in view of the monstrous nature of their crimes, the President of the Republic will, for the first time for half a century, decline to exercise his power of reprieve.

UNCLE AND NIECE

MARRIAGE NOT VALID BY THE LAW OF SCOTLAND

PROHIBITIONS IN BIBLE

"This appeal may serve a useful purpose if it makes clear to the community that recent legislation cannot be extended by inference, and that marriage between an uncle and niece is not valid." These words were used by Lord Sands in reference to a case before the Scottish Criminal Appeal Court at Edinburgh recently when counsel were heard in an appeal for a man and the daughter of a deceased wife's brother, who had been convicted and admonished on a charge of incest. Counsel for the appellants stated that the issue raised in the case had never previously been before the Court. Such decisions as there were went back two centuries. The charge was based on the eighteenth chapter of Leviticus and the old Scottish statute of 1587.

The relationship in the case was that of uncle and niece by affinity. Counsel intimated that the Statute referred to the express prohibition of those relationships forbidden by Leviticus, and while it might be legitimate to imply a relationship not expressed in cases of consanguinity, the rule did not apply to cases of affinity.

Moral and Legal Issues. In this case the relationship was broken by the death of the man's wife, after which there was no relationship which made intercourse illegal. It was now legal for a man to marry his deceased wife's sister, and there was no logical, moral or legal ground for forbidding the marriage of a man and his deceased wife's niece.

Counsel for the Crown said that the position was difficult. The Crown were not desirous of prosecuting in such cases, except from the point of view of public duty. The question came to be whether this was still a crime by the law of Scotland and he submitted that it was.

The Court refused the appeal. Lord Ormsdale said that he could see no suggestion in Leviticus that propinquity made any difference, whether the relationship was one of affinity or consanguinity.

Lord Sands and Lord Morison concurred.

Sir Basil Peto, M. P. for Barnstable, from whom the Government Whip was withdrawn last Session, received the customary letter of summons to attend the present Session of Parliament, both from the Prime Minister and the Conservative Chief Whip, Commander Eyres-Mansell.

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